Newsrail

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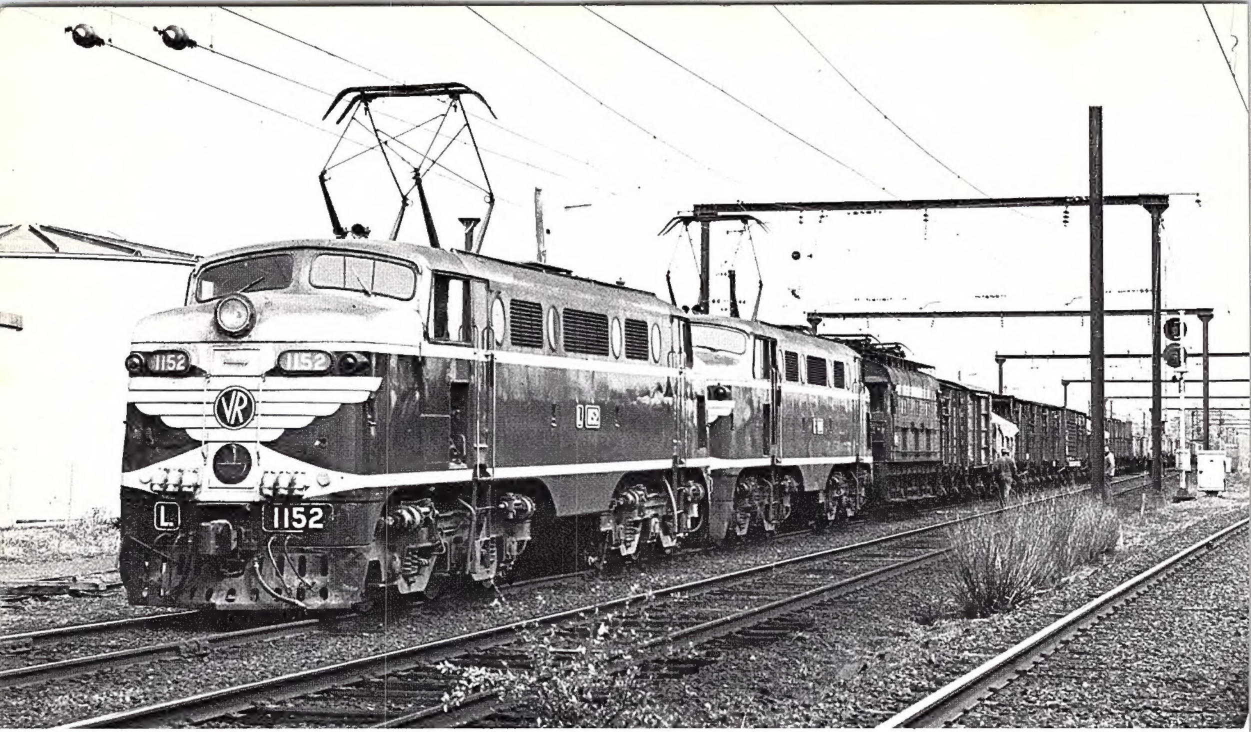
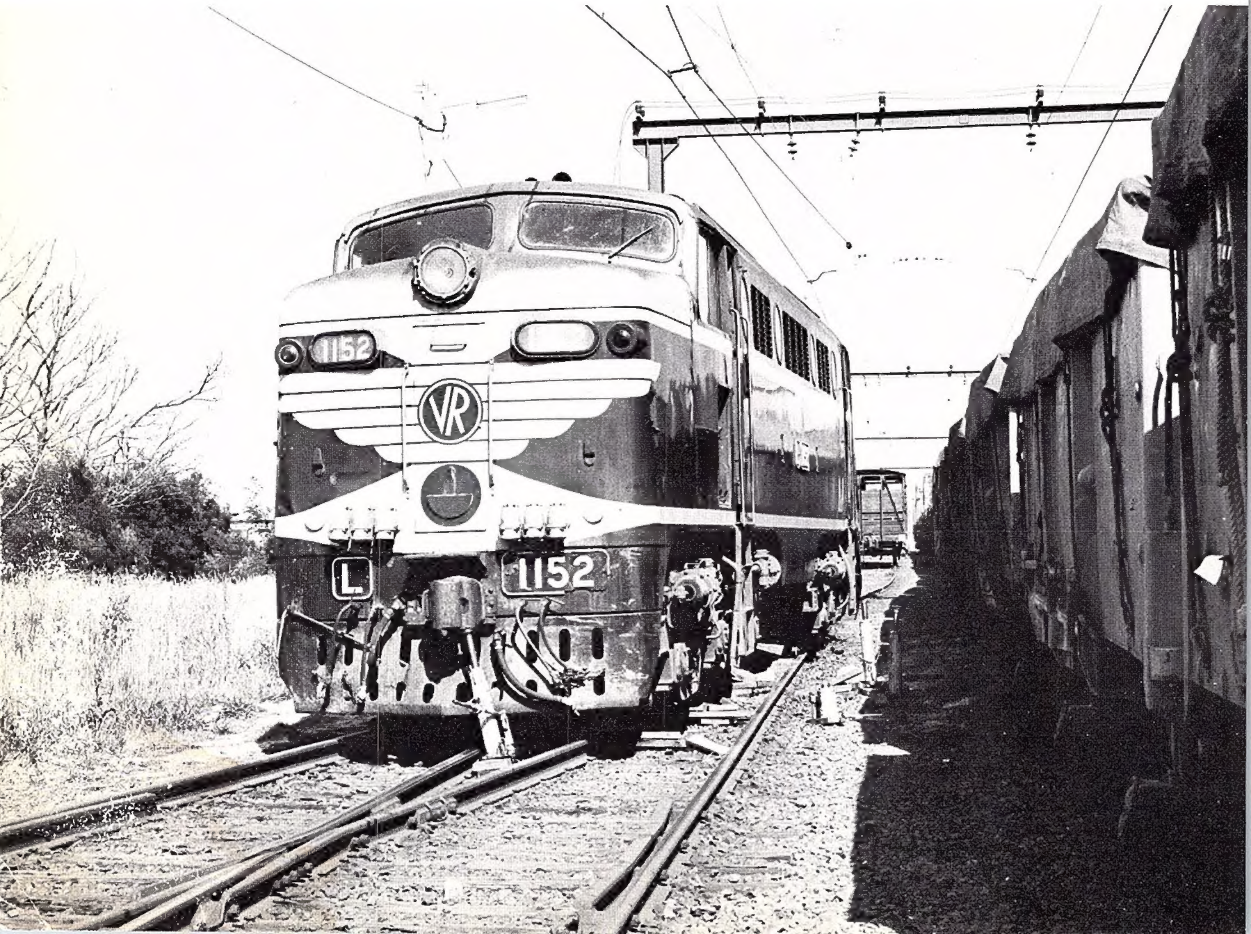


L1152 AT PAKENHAM



FOR ALL WHO ARE INTERESTED IN RAILWAYS

Newsrail

Vol. 7 No. 6 July 1979

Well, which party did you *vote for at the May 5 election? "Come on now!" you might say,* "Newsrail *isn't meant to get involved in politics," and that's fair comment I guess, for we are primarily a news magazine. But it is interesting to observe the degree of attention given to railways and public transport by the respective political parties.*

For the Labor Party this was one of their major platforms (if you'll pardon the pun!); for the Liberals, public transport and railways in particular weren't issues of great importance, for one reason or another.

Regardless of which party we as individuals support, each of us is part of a group of people who ought to be as concerned for the future of railways as we are for their past. If we recognise that the railways have a vital part to play in our community, particularly with the impeding energy crisis, the it's not just our choice, but our responsibility *to communicate our concern to the public and to the policymakers and decisionmakers.*

Do we want to see our railways decline even further from their present comparitive state of neglect? If we remain silent, like the majority of apathetic Australians, then we surely will.

It's worth thinking about . . . and then doing *something!*

We would like to thank all who have contributed to this issue and look forward to your support in the future. All articles, items and photos are acknowledged at the bottom.

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Front Cover: During the weekend of 28-29 April, the hand operated gates at Murrumbeena Rd, Murrumbeena were replaced with boom gates. We see two Vicrail employees putting the finishing touches to one boom at noon on the Sunday. (R P Dunbar)

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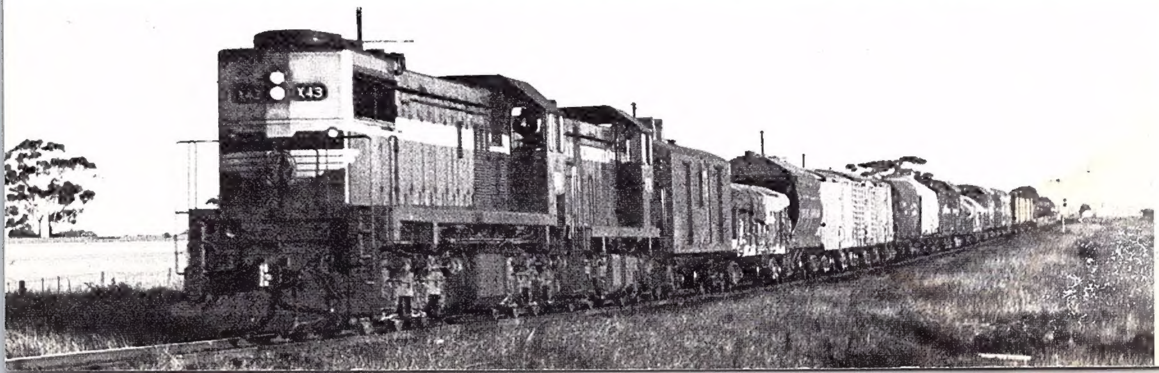
Above left: L1152-1164 rests at Pakenham while running the 6.00 am Melbourne - Warragul roadside goods on Sat.14.10.78. E1103 was being towed to Warragul for pilot duties. (John Dare)

Below left: Just before Christmas, L1152 was back at Pakenham but disgraced itself when it derailed at a set of points while shunting.

Below: X43-T396 roar out of Rockbank in the morning of Sat.19.5.79 with an Up Ballarat goods. (Stuart MacLean)



Fuel is the Key: Part 2

R L ABBOT

THE STEAM LOCOMOTIVE

In the May, 1979 issue we published the first part of Mr Abbott's article, in which he described the political and economic factors which govern the present world energy situation, particularly in reference to fossil fuels.

In this, the concluding part, the author discusses the available technological alternatives, including a redeveloped steam locomotive.

By now readers will have asked the question: if liquid hydrocarbon fuel is to become so costly and in short supply, why not return to the coal-fired steam locomotive — Australia has plenty of good coal?

Compared with other forms of conversion of energy into mechanical work, regrettably the traditional steam locomotive probably "gets the belt" for the most inefficient prime mover, as only about 4 to 6 per cent of the heat energy in the coal appears as useful drawbar pull. The very best "Stephensonian" locomotive, with high pressure (220-250 psi) and high superheat (700°F plus) boiler, using poppet valves in place of piston valves, would give 6-8 per cent overall efficiency at the drawbar, only about one third that of the average diesel-electric.

The remaining 90 per cent plus mostly goes out of the funnel as waste heat, either in unburnt fuel or relatively high-pressure and high-temperature steam. The average fire-tube loco boiler has a thermal efficiency of 80 per cent down to about 50 per cent — the latter figure applying to high rates of firing above 100 lb. of coal per square foot of grate per hour. Whilst this display of waste energy, and the accompanying acoustics might be the delight of ARHS photographers and recordists, it is not appreciated by those who are trying to conserve the world's diminishing fossil-fuel supplies!

The thermal efficiency of other traction forms, such as d-e or straight electric locos, is around 20-25 per cent — that is about four times the average steam loco, resulting in the usage of only one quarter of the fuel.

So it is very unlikely that the traditional steam locomotive, as developed over the last 150 years, will come back into service as a major prime mover in the railway world. In addition, it would be hard to attract the current generation of young men to support its maintenance and operation. Cleaning and firing a steam loco is dirty, hot and hard work. Put a mechanical stoker on it, and the fuel consumption becomes 10-15 per cent worse than that achievable with a good old-time fireman — who handle 4,000 to 5,000 lb. of coal an hour at peak output.

The steam loco does have some virtues as a mechanical device. It is simple and rugged, will continue running in some sort of way even when neglected, has a short-term high output reserve of power in its boiler and, perhaps most important, of all, the direct mechanical drive from the steam pressure in the cylinders is of high mechanical efficiency, and gives the highest torque (starting tractive effort) when it is most needed — at zero and low speeds. But there is some hope for the return of a coal-fired steam loco in a new and very different form, but it will not be an ARHS photographers delight! By drawing upon modern steam power station technology to improve its thermal efficiency, techniques are available to give 20-24 per cent at the drawbar — a vast improvement on those A^2, K, S, J, D^3, X and R classes of the past.

The UK Science Research Council has sponsored such a project with the Department of Mechanical Engineering, Queen Mary College, University of London, by Professor M W Thring. Using a high-pressure water-tube boiler operating at 650 psi with a "fluidised-bed" combustion system for improved combustion efficiency, and an air-cooled condenser for the exhaust steam to reduce cylinder back-pressure (as on some South African locos) — the two main sources of energy loss are reduced.

The fluidised-bed in the firebox comprises a quantity of inert material, such as sand, supported on a perforated plate, through which air is blown by an auxiliary steam turbine driven blower. The incoming blast of air causes the crushed or slack coal to "bubble" up, and gives very complete combustion at about 900°C on the fluidised bed, which in turn efficiently heats evaporation water tubes immersed in the bed. The hot gases leaving the bed are used to superheat the steam and to heat the feedwater from the condenser — thus further saving heat energy.

The general layout of the proposed loco is similar to a Beyer-Garrat, with the main fluidised-bed "boiler" midway between the two driving units, which retain the traditional cylinders, connecting rods and coupling rods, but use poppet valves instead of piston valves — for shorter cut-off operation without the compression build up problems of piston valves. The supporting accessories are quite complex, and as yet the design is only in the "mathematical modelling" stage, but each element of it has been proved in other fields. It is described in *Spectrum.* No.153/1978/4, and is an example of the research work being done in the UK on railway transportation problems.

RELATIVE FUEL ECONOMIES OF DIFFERENT SYSTEMS

The prime purpose of any transport system is to move passengers and freight safely, economically and at an average speed (trip time) acceptable to the customer. Convenience of service and reliability of service are generally more important than the actual cost to the customer of the service. He will always pay more to get what he wants, if it offers better value for the service in his eyes.

If the service is a commercial one, it must also be operated at an overall profit — not just an "operating" profit — where the direct costs of fuel, wages and maintenance only are covered in the rates. Part of the problem facing most railway systems today, compared with road or air services, is that the railway accounting systems and charges have made no proper provision for replacment of worn-out equipment, or for updating their equipment and operating procedures in a technological sense. In many areas they are trying to offer a service suited to the technologies of the 1930s instead of the 1980s, and so have been left behind by rapid advances in road and air transport, spurred on by the competition of the private-enterprise transport organisations.

Transport is nearly always a compromise between energy efficiency and time, as higher speeds require more power and fuel consumption is roughly proportional to the power needed. At very high speeds, where air resistance becomes the dominant resistance to motion, power goes up with the cube of the speed. The rising costs of liquid fuel give the railways a wonderful opportunity to win back customers now using other modes, because rail transport is generally the most fuel-efficient means of land-based transport except the pushbike, and it beats everything!

This inherent fuel economy of rail transport stems from three factors:

* The rolling resistance of a steel wheel on a steel rail is only 4 to 5 lb. per ton of gross weight, compared with a rubber tyred vehicle on the normal road of 25 to 30 lb. per ton;

* The air resistance of a train relative to its frontal area and surface area and its gross weight is less than a road vehicle (air resistance generally exceeds rolling resistance at about 40 to 50 mph);

* Rail track gradients are low by comparision with highway grades. Two to three per cent is a steep railway grade, compared with seven to ten per cent for roads, so gradient resistance, which is proportional to the per cent grade, is less.

All these advantages add up to the fact that much less power is required to shift one ton of gross weight on a rail track than on the road, let alone in the air. Power costs

While A^{2}964 puts up a very smokey display while running a Hamilton to Ararat goods near Maroona on 18.8.62, much power and fuel is lost out of the funnel. (Des Jowett)

fuel, so savings in power can turn into major savings in fuel. On a good level track, with modern roller-bearing equipment, 1 hp per ton of gross train weight will give a speed of 45 mph, 2 hp per ton 63 mph and 3 hp per ton 74 mph. At these speeds, a typical five-passenger sedan car of 3500 lb loaded weight and 26 sq ft of frontal area required 8 hp, 17 hp and 25 hp respectively on a "per ton" basis, or about eight times the power. A large truck or bus is better than a car, but still requires five to seven times the power to move a ton at the same speed as rail.

But there is a catch in these figures, particularly for rail passenger cars — they are on the basis of "per ton of gross vehicle weight", not "per passenger",

TARE WEIGHTS AND LOAD FACTORS

The above "raw" figures on power/weight ratios do not take into account the fact that it is the **payload** which pays the fuel (and other) bills, not the gross weight of the vehicle. Every extra ton of **tare** weight dragged around as dead iron is using up fuel, and so is the weight of the fuel and the crew and any other essential equipment. Thus, the "tyranny of tare" becomes a vital factor in saving fuel, and in the table below, some ratios for passenger vehicles in lb. of operating weight (tare plus payload plus fuel, etc.) per seat are given. Here the basic advantage of rail begins to diminish, as many existing rail vehicles are inordinately heavy in relation to the number of passengers they carry. For rail passenger cars, the "lb. per seat" values range from about 1,000 for high density suburban vehicles, to 5,500 for a twenty-passenger sleeper. Other modes, except long-distance high-speed aircraft, where fuel load is a major item, are all below 1,000 lb. per seat.

Transport Equipment	Gross Weight (lb.)	Number of Seats	lb. per seat
D-E loco (112 t), 6 Cars and van (45 t)	960,000	288	3,340
Jet aircraft, B727-200	210,000	151	1,390
Bus (40-passenger)	28,000	40	700
Sedan (5-passenger)	3,500	5	700
Light aircraft (C172)	2,300	4	575
Turbo-prop aircraft (F27-500)	45,000	52	870
Pushbike	20	1	20

The other vital factor in the economics of passenger transport is the load factor: that is the percentage of available seats occupied by fare-paying passengers. For aircraft, a revenue load factor of 65 per cent is a typical figure. It is not known what the average load factors are for buses or rail passenger services, but from rough observations (other than peak holiday periods) the country rail passenger load factor would be less than 65 per cent by a generous margin.

Thus the inherent advantage of rail over air or road in terms of fuel burnt per paying passenger becomes very much less, and may even disappear with poorly patronised services. The technical challenge of the future for passenger services will be twofold — get that tare weight down so that the "dead iron" ton miles figure is less, and get the speed up. The technology already exists in railway operation in Europe and Japan, and in the aircraft industry, to reduce the dead iron burden. Looking at freight services, the railway picture is much better: the average tare weight of a freight truck in relation to its payload is about on a par with modern long-distance road trucks, that is the payload is about twice the tare. Some of the latest rolling stock has a payload of three to nearly four times the tare, using aluminium alloys or high yield-strength low alloy steels.

In the fuel-conscious world of the future, the railroad can play a major role in the freight field — it has all the natural advantages.

RAILWAY SPEEDS — PASSENGER SERVICES

Australian railway speeds are still those of the 1930s. Whilst maximum speed is the glamour figure, of far more importance is the average speed, which determines the trip time. High averages require a lot of effort to eliminate all unnecessary delays, and crews which make a point of keeping to schedule. Generally the average speed for an express or a limited stopping train is about 65 to 70 per cent of the maximum.

With our 70 mph maximum, few services average over 50 mph — the speed of the prewar steam-hauled *Spirit of Progress!* Despite the advantages of diesel traction, there has been little progress in raising average speeds of country trains compared with forty years ago — in fact, some services are slower than steam.

If railway authorities wish to win back passenger patronage and compete with buses or airlines, a very real effort must be made to increase speeds and reduce trip times. For example, two hours to Bendigo is quite feasible with later model existing rollingstock, by eliminating a few sharp curves and moderate uplift of maximum speed to 80 mph. Power/weight ratio would need to be about 5 rhp/ton to give good speeds up the grades.

Maintenance standards of both track and rolling stock would have to be brought nearer to European standards, and frequency of schedules, cleanliness of rollingstock, staff attitudes and public relations would have to be on a par with air or bus lines.

For distances of up to 250 miles, rail services can be highly competitive with the automobile, buses and air, both in cost and convenience — European and Japanese experience shows this.

The technology is already available, with the many 100 mph (and up to 125 mph) services available overseas: will the next few years see it taken up by State and Commonwealth railway systems, or will passenger services continue to slowly die on Australian railways? Fuel economy could be their saviour.

Perhaps the greatest problem will be the lack of political will to do something, as it costs a lot of money and is not a major vote-getter for any political party. We do seem, as a nation, to have lost some of our desire to take calculated risks on big projects in today's welfare state, plus all the arguments that go on between different groups concerning environmental problems or other alleged and often exaggerated problems. In money and technical challenge, the task is no greater than the Snowy Mountains Hydroelectric project — do we, as a nation, still have the ability to do such a job? Let up hope so!

Remembering that convenience and reliability of service is the key to any transport system, and that in the long run it is the poor long-suffering taxpayer who finally foots the bill, perhaps we should heed the words of A M Wellington, on the opening page of his classic "The Economic Theory of the Location of Railways", first published over 90 years ago:

> "As the correct solution of any problem depends primarily on a true understanding of what the problem really is, and wherein lies its difficulty, we may profitably pause upon the threshold of our subject to consider first, in a more general way, its real nature; the causes which impede sound practice; the conditions on which success or failure depends the direction in which error is most to be feared. Thus we shall more fully attain that great prerequisite for success in any work — a clear mental perspective, saving us from confusing the obvious with the important, and the obscure and remote with the unimportant.
>
> It would be well if engineering were less generally thought of, and even defined, as the art of constructing. In a certain important sense it is rather the art of not constructing; or, to define it rudely but not inaptly, it is the art of doing that well with one dollar, which any bungler can do with two after a fashion".

The 1978 Bendigo Cup

P J BARRY

An air-conditioned train, with dining-car attached, runs from Melbourne to many of the midweek race meetings at Bendigo. The Racecourse Platform is 3¾ miles beyond Bendigo. On the Down journey, the train traverses the (non-platform) No.3 road at Bendigo non-stop. This traverse takes place while the Down *Great Northern Limited* is standing at No.1 platform.

The longest of these trains runs on the Wednesday week after Melbourne Cup Day, and because of the shortness of the loop and the little dead end at the Down end, unusual workings are adopted. But regardless of train length, Bendigo Racecourse Platform has no electric staff instruments, and so the electric staff working between North Bendigo Junction and Goornong is suspended by withdrawing the special staff from the instrument at one of these stations.

This special staff is in two parts — both with keys for unlocking the points of intermediate sidings such as White Hills to the south and Epsom Pottery Siding to the north of the Racecourse Platform. The two parts of the staff are the train staffs for the "train staff and ticket" sections North Bendigo Junction - Bendigo Racecourse Platform and Bendigo Racecourse Platform - Goornong. Misuse of the staff ticket books in the respective staff boxes, which the local Block and Signal Inspector brings to these stations, is prevented by the locking mechanism being two holes 180° apart on the ring of the staff nearest the points key end. these holes mate with two pins in the front of the staff ticket boxes, and, together with the points key on the train staff, will unlock the staff ticket book **only** when the train staff is at that end of the section.

After the running of the early morning Bendigo - Echuca goods, the temporary staff and ticket sections were brought into operation. The crosses were removed from the arms of the home signals and, to permit trailing movements through the main line points from the loop at the Racecourse, the Block and Signal Inspector's master keys were placed in the respective staff locks and the locks opened. The first train through was the 8.35 am railmotor from Deniliquin. Of the sixteen passengers on board 63RM, only two were for the Racecourse. The motor was checked at the home, until the Inspector lowered the signal arm by the lever at the Down end points, dropped it back after the motor was inside the signal's protection, then leant on the points lever until the motor had passed to the platform on the loop. The motor was on its way again by 11.21, and would not have been late on arriving at Bendigo. Both staffs were now at the southern ends of their respective sections.

The next three movements were northbound. The first, on ticket, was the race train which, although arriving at 11.50 am, was not clear of the main line at the Up end until 11.55 am. the train's extreme length — ten cars and S312/X43 — necessitated a double stop and fouling the Down end crossover. The light engine, to return the cars to Bendigo for servicing, soon followed, and by 12.06 pm T341 was standing on the main line while the train pulled forward to the Down end of the station. T341 then coupled on and, after the S and the X were detached, pulled the train to, but not foul of, the Up end points via the main line.

The railmotor, which should have been on its way north from the Racecourse by 12.00 noon, left North Bendigo Junction with the staff at 12.23, and travelled via the loop and the platform to arrive at 12.29 pm. The Up empty cars, hauled by T341,•left on ticket at 12.33 — (with temporary tail disc on the trailing aircon.BE) releasing space for the S and the X to stand on the Up side of the, until now, fouled Down end main line points. The light engines followed, also on ticket, at about 12.40, the motor having left for Goornong with the staff at 12.35.

The 11.00 am Up goods from Echuca had come forward from Elmore to Goornong, simply by the issuing of the electric staff. A more complex act was being performed at Mathoura with the Up Deniliquin goods, also due to the 35 minute late railmotor. The motor and the goods were due to cross at Mathoura, so the morning Up motor had brought the staff south to Barnes. Transfer of the staff to Mathoura by car, to allow the goods to come forward to Barnes, followed by a shunt on to the Balranald line to cross the late running Down motor, was impractical. A Line Clear Report was therefore issued from Bendigo, indicating to the driver that the section was clear and that the staff would be secured at Barnes until his train reached that point.

South from Goornong went the Echuca goods, carrying the train staff on each section. The next block of three movements involved the 2.00 pm Bendigo - Echuca light engine, then the T-class with the empty race train cars (both on tickets) followed by the race train's light engines on staff. The northern section's staff went north with the light engine, which was to assist the 5.20 pm Up goods from Echuca.

The final three movements, firstly the race train, then the T-class light engine and lastly the 5.20 pm Echuca - Bendigo goods may not all have involved train staff and ticket working. If so, the light engine would have gone up on staff, then the Inspector would lock up the main line points, replace the crosses on the home signals, lock the signal's levers in the stop or "on" position and drive via Goornong, collecting the short section's boxes and staff. On his return to North Bendigo Junction, the special staff for the North Bendigo Junction - Goornong section is placed back in the electric staff instrument, thus reinstating electric staff working in time for the 5.20 pm Up goods. Goornong would obtain a staff for the section, and after placing it in the staff exchange box, go off duty.

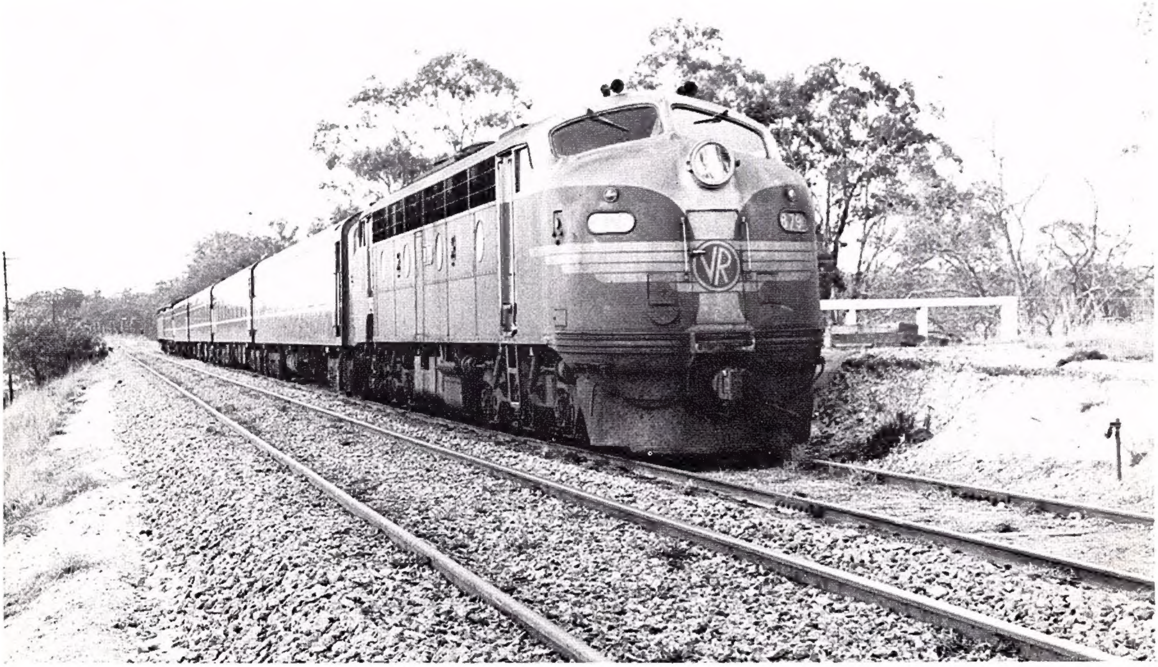
Looking back to 1975 — the train was one engine and one car shorter, but still overlength for the loop. The Down motors — for Cohuna was still a motor then — ran on time, ahead of the Down light engine, and ran via the main line. Next year, no motors will run, but still the divided staff working will remain while engines and trains shuttle between the Racecourse and Bendigo. Goornong may be disestablished as an electric staff station by then, making an even longer drive by the Blocko necessary, to Elmore!

1975 didn't have the Up goods and the Down light engine through the middle of the performance — who knows what 1979 may bring? I wouldn't put my money on a four or even a six-car extension of the loop at the Down end, which would make the shunting so much easier. An intermediate electric staff instrument would surely help too, since once the motors are gone, simultaneous movements north and south of the Racecourse become less likely. Murphy's Law ("what can go wrong, will go wrong") probably applies, so staying with the train staff and ticket which although slower to operate, is more capable of coping with this unusual working, seems the more likely course.

FOOTNOTE:

The previous night, the Down railmotor had run on ticket from Barnes to Mathoura, anticipating its cross with the Down goods at Mathoura the following morning. Now Barnes is an unattended staff station, worked by the guards of train passing through (or driver if light engine). If no one north between Echuca and Deniliquin had simultaneously been on duty after the motor's arrival at Mathoura at 7.09 pm, and before the Down goods was ready to leave Barnes, then the Acre message ("train arrived on ticket") could not be exchanged. The guard of the goods at Barnes would issue "Notice of train ahead" to his driver. This notice would apply to a section with 21 minute running time for the motor, which in fact had left Barnes at 6.48 pm, thirteen hours prior to the goods wishing to use the section! Nevertheless, the motor would not have been reported in to that goods train guard unless the Mathoura SM was on duty in time on the Wednesday morning. Safe and sure, but none the less fascinating! The eight air-conditioned cars for the Bendigo Cup race train were obtained from other trains — the Cobram day train being among them.

B79 waits at the Bendigo Racecourse platform to run the Up service back to Melbourne on Wed.13.8.75. (I C Platt)



NA6 Record Run

R L ABBOT

October 1st, 1978, was the first anniversary of the takeover, by the Emerald Tourist Railway Board (formerly the Puffing Billy Preservation Society) from the VR. With this change of management, the PBPS had assumed responsibility for all operations and maintenance, as well as the financial results of the line as a tourist attraction.

The improvement in loco maintenance since the change is marked. Not only are there good shop facilities at Belgrave, but also a small staff of keen and competent fitters. The results of their work were shown by a run on Sunday, October 1st, with that VR "old hand" Norman De Pomeroy driving and Geoff, his son, firing. The improved mechanical condition of No.6 showed up not only in the best sustained power to date, but it was also one of the fasted runs to Menzies Creek and used less coal than the average of previous runs. All these are indicators of what good loco maintenance, a good crew and good coal can do.

Results of previous runs are covered in ARHS *Bulletin* No.490 for August 1978 — the best previous sustained power being 235 RHP. The load on October 1st was ten partly loaded cars estimated at 71 tons, giving a gross with loco of 105 tons. The check section between 27 and 28 mp averages 1 in 40, and it was covered in 4 min. 20 sec., an average of 13.9 mph.

From Belgrave to Menzies Creek, 54 scoops of coal were fired, in 18 fires of three scoops each in a time of 19 minutes — approximately 300 lb of coal. Cutoff was initially five notches back from full gear, then shortened to six notches — only one off mid gear. Boiler pressure held steady at 170-175 psi, except through two permanent way slacks at 5 mph, when it blew off. There was no black smoke, just a hazy light grey-brown exhaust — the sign of a good fireman.

On the 1 in 40 section, estimated tractive effort was 6650 lb, giving 246 RHP. So congratulations to the ETRB, their staff and their maintenance fitters, who got NA6 running like a little "38"!

The next target is 250 RHP plus — maybe with the blastpipe caps opened out from 2⅜ in. to 2¾ in. diameter to try and reduce the still horrific coal consumption is one for Lyn Helsby, the "Chief pilot" of the ETRB to have a go for!

NA6 rests at the old loco shed, Belgrave prior to a full day in the hills running to Emerald Lake. (Barry Eadie)

Stainless Steel Carriage Construction

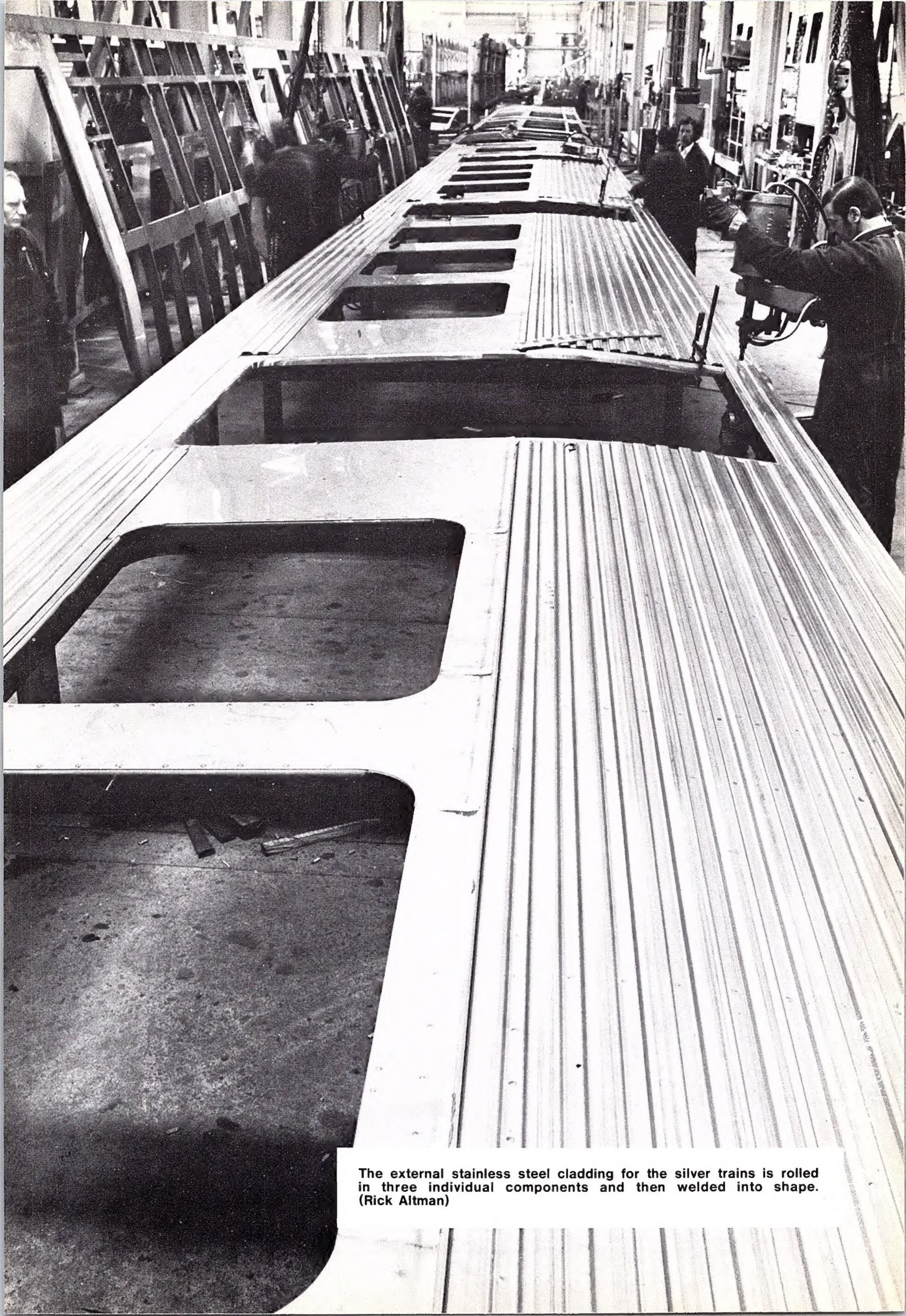
At Nunawading in Victoria, John Lysaght (Australia) Limited operates a major custom cold roll forming plant and has thereby been a major contributor to many railway rollingstock and carriage building projects in the last decade.

Cold roll forming is the process of feeding a coil of flat metal into a roll former equipped with a series of rollers, so that as the strip proceeds it progressively takes on its final shape, before emerging from the unit. The process is carried out without the use of heat and a great variety of shapes and sizes can be produced with accuracy and consistency. And the output ranges from truck chassis and bumper bars to curtain tracks and railway carriage components.

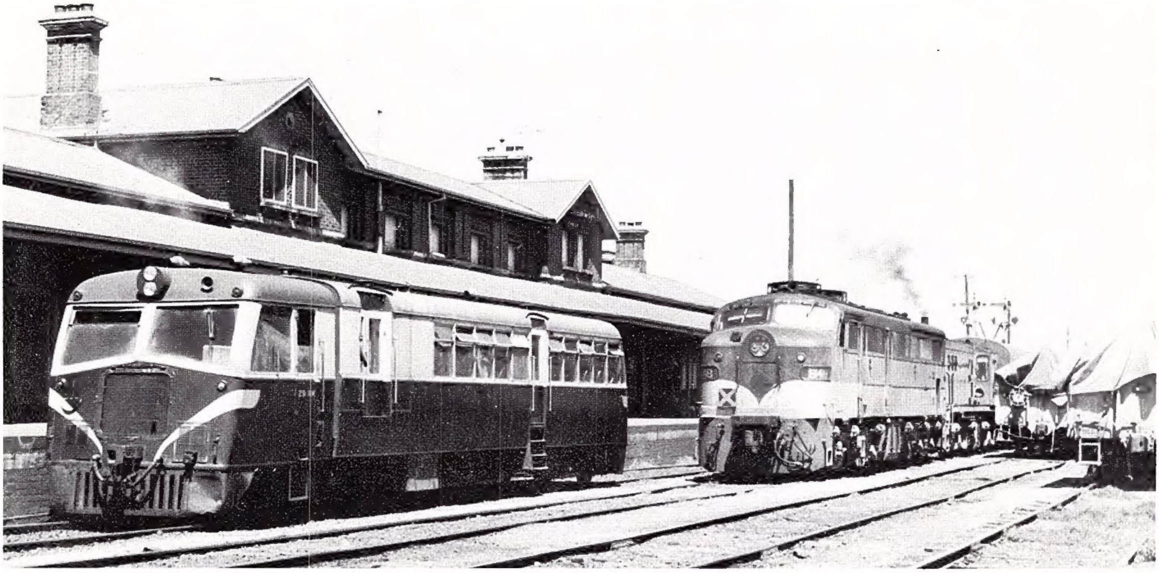
The Lysaght Nunawading custom roll forming plant can accommodate mild steel up to 8 mm and stainless steel up to 5 mm in thickness. Since it is a custom facility much of the work is in the supply of structural components rolled to specification for other fabricators, although in many instances, the sheet steel or coil itself would have been produced by Lysaght at its major steel mills at Port Kembla or Westernport.

The Nunawading custom roll forming plant has been involved in the production of body components for Melbourne's silver trains since 1971 and this work covers a number of structural components. These range from rolling (from mild steel) the top and bottom rail of the carriage wall, the steel reinforcement plates at the side of the carriage doors and a small stainless steel gutter section. The actual stainless steel siding is rolled to profile in three individual pieces and welded together by the fabricators. Steel profiles and sections rolled at Nunawading also have made a significant contribution to railway rollingstock production for other state systems throughout Australia. Sixteen different sections, including many in stainless steel have been rolled for the contractor for new suburban cars for the Brisbane railway system. A further four sections have been formed for new cars for the New South Wales metropolitan network. And several years ago, the biggest sections yet produced were roll-formed for ore cars for the Greenvale nickel mine railway in Queensland. These were the major structural members for the 60 tonne capacity, bottom dumping ore cars.

Lysaght's long involvement in custom roll forming and with railway projects has been taken further in recent years. The company now produces Lysaght Cable Trunking to VicRail specifications to carry cables and electronic controls for the suburban system. Recently the Mordialloc - Frankston section was converted to automatic power signalling, replacing mechanical controls. In this case, the Lysaght Cable Trunking which is a totally enclosed steel ducting, has replaced asbestos cement channels, which were prone to major damage.



The external stainless steel cladding for the silver trains is rolled in three individual components and then welded into shape. (Rick Altman)



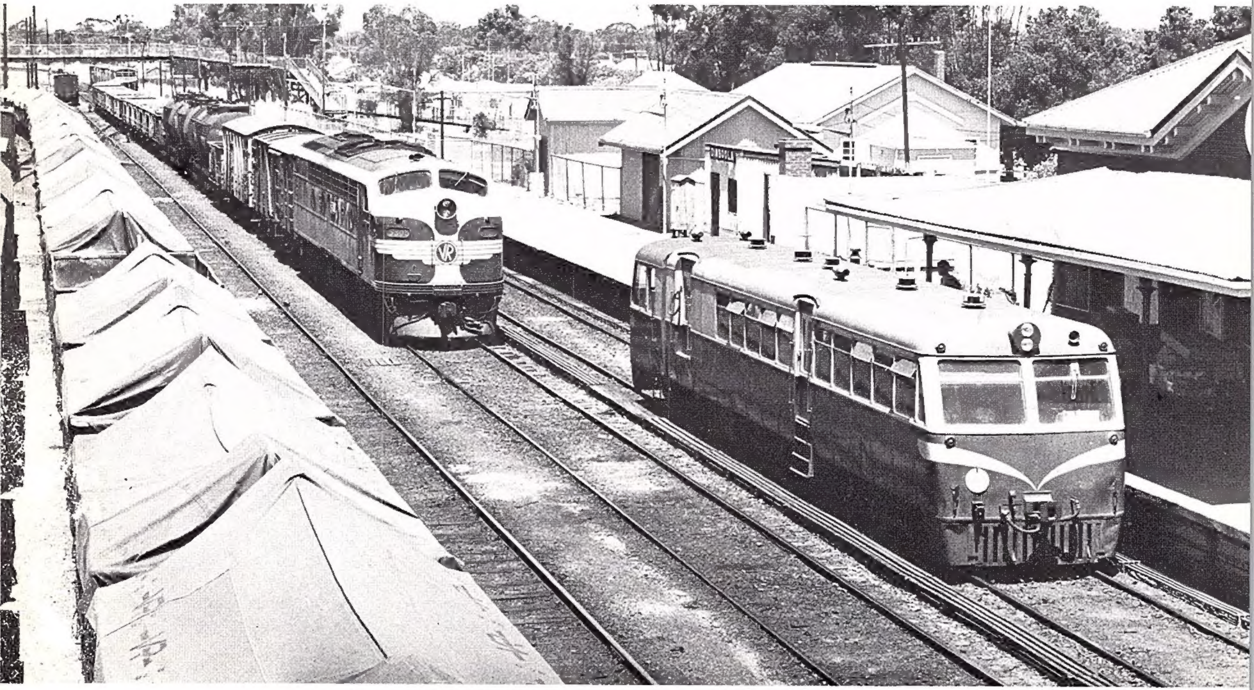
RM29 leaves Serviceton on its last regular run to Horsham on 2.12.78. ANR locos 948 and 835 look on while shunting. (Peter Martin)

Horsham - Serviceton Railmotor Service

SERVICETON RAILMOTOR

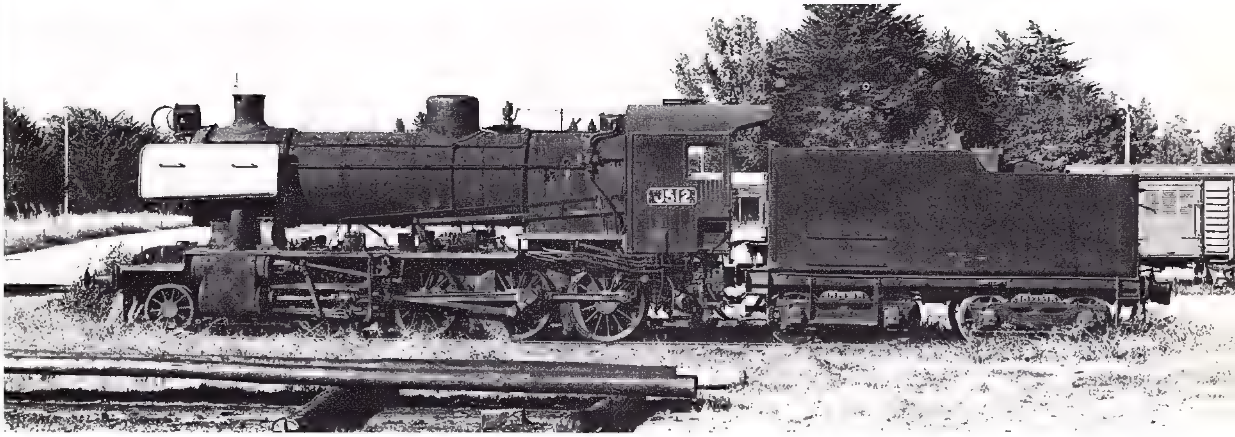
When 29RM was returned to Melbourne most people thought it was just a matter of time before the Walkers disappeared altogether, but this was not the case. They are used regularly on the Kyneton, Bacchus Marsh and Werribee services and in late May and during June, the 153 hp models have been running the day train to Leongatha fairly regularly. Nos. 24, 29 and 32 have been noted taking turns on the 156 mile return trip.

29RM waits at Dimboola to cross S305 on the 1.00 am Melbourne Yard and Serviceton goods before running to Horsham, Sat.25.11.78. (John Dare)



Trip to the North

P W BISHOP



J512 lays rusting away in the Alexandra yard looking very lost and forgotten. How the mighty have fallen. (John Dare)

Originally planned for January, but delayed and delayed again, a friend and I had planned to visit Echuca, inspecting the Alexandra line and the Toolamba - Echuca DERM, and at last, on 14.4.79 we set off, heading first for Alexandra.

Arriving at Alexandra township we made a brief search before finding the station (or ex-station). J512 is in a very dilapidated state, not having had a coat of paint since leaving the VR. All cab gauges are missing, as are the speed recorder and regulator. Other cab fittings remain, although some number plates have been souvenired.

The yard is very overgrown, although the station, used as a museum, has been repainted. The Down home signal arm has been removed, and off-register RY wagons 1312, 1824, 1754 and 1154 could be seen in the yard.

Moving on, we found that Cathkin retains all its signals, albeit with arms removed. The point levers on the platform were locked, but appeared to be functional. The station and goods shed are intact, and we found the station office to be locked. Wagon RY1596 resides here, while the stockyard and ramp can still be seen.

We found Molesworth station office and waiting shed to be intact, keeping watch over a solitary RY426.

The line itself is complete, although naturally not in good condition. VR have salvaged all their level-crossing signs and flashing light apparatus from the line although advance warning signs, provided by local councils or the Country Roads Board, remain. All station names, bar one at Alexandra, have been removed while cast-iron letters from speed limit signs are all absent. Even water taps on the tanks at the stations (barring Yea which has a reticulated supply) are gone.

Yea station is deserted, with no rollingstock in the yard. The turntable is intact and the level-crossing gates at the Up end of the station are closed across the railway.

Molesworth yard was very quiet when Bruce Craigie passed through in March 1978.

We moved on to Homewood which we found to have no station buildings, although quite extensive stockyards and loading ramps remain, as do RYs 1689, 624 and 1759.

At Kerrisdale, a Departmental residence survives in a dilapidated state, although the station office and waiting shed are intact, and a solitary off-register wagon RY971, is here.

Trawool consists only of a tin waiting shelter, with no siding or loop. Approaching Tallarook, the Up distant and home signals are intact, and the line is still accessible from the goods yard crossover at the Up end of the station. Just as we arrived, X54 and the Down *Intercapital Daylight* roared through at high speed. After taking photos of the junction here we left "express" for Nagambie. We were running late, and had missed the 8.35 am Down Albury/ Cobram combined pass. at Tallarook. We managed to arrive at Nagambie seven minutes before the Cobram pass. was due. As it was now more than six hours since we had had breakfast, we decided to look for something to eat, and while we were buying these refreshments T344 with five on slunk into the station. We decided to try to beat the train to Murchison East, but the T must have been right on its 60 mph limit and we only just managed to beat it to the level-crossing on the Up end of the station!A very rushed photo was obtained before dashing off in a vain attempt to beat the train to Toolamba. Getting from the main Seymour - Shepparton road to Toolamba entails following a narrow dirt track which winds all over the place and traverses two extemely rickety bridges before presenting you at Toolamba. We had arrived just in time to see the CE van of the Cobram pass. disappear onwards to Mooroopna!

56RM appeared and made a lengthy stop before departing for Echuca. After a delay at a level-crossing just at the Down end of the junction (my friend mislaid his camera and eventually found it under the driver's seat) the DERM was ahead of us. The roads don't follow the railway, and with only a small-scale map the zig-zagging which was necessary was done largely by guesswork! Despite our temporarily "forgetting" Victoria's maximum speed limit, all we managed to see at the stations and level-crossings was the tail of the DERM receding into the distance!

However luck was on our side as the DERM made a lengthy stop at Tongala, enabling us to get some photos — the DERM, despite its 51 years, then had no trouble in beating us to Echuca. Here, after its exertions, 56RM took on fuel while Y154, on an Up grain train, arrived from NSW.

At the Echuca Wharf museum preserved A²996 was seen. Smoke deflectors, headlight, most of the smaller lamps and the oil tank (this was an oil-fired loco) are all missing. Included in its supposedly typical train of the Deniliquin and Moama Railway is a blue-painted Z-van! After seeing this phenomenon we drove across the old combined rail/road bridge to Moama (NSW). We photographed the station and goods shed as the VR want to close this station to all traffic. We then left Echuca for Bendigo, stopping on the way at Rochester and Elmore stations, the latter still sporting "Change for Cohuna Line" signs and its unusual footbridge.

Bendigo's preserved trams were running, and the depot/ museum was open for inspection. A fine effort has been and is being put into the restoration of the old trams.

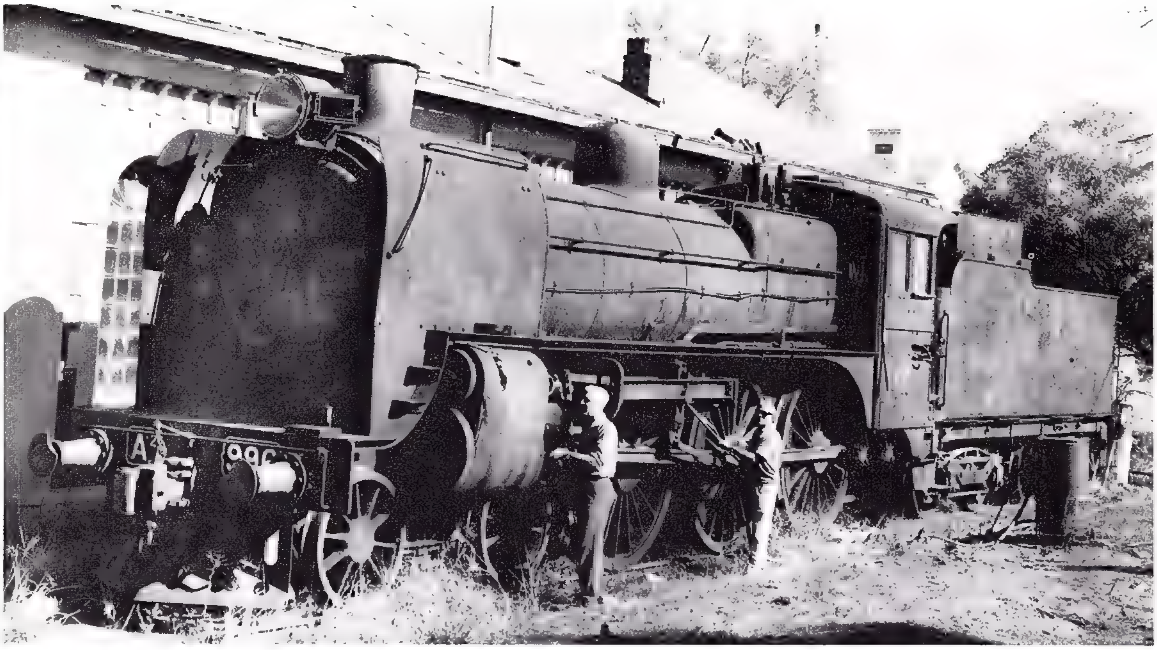
Outside Bendigo North Workshops can be seen preserved D³619. This is a very good example of locomotive preservation. Painted a nice green, the loco sports most of its cab fittings, including an operating speed recorder. Glass cab windows and headlight covers remain intact, which, to someone living in Melbourne with its vandals, is quite amazing.

A more dismal sight, at the rear of the workshops, is that of K160, which is still used occasionally to replace a failed diesel workshops pilot. Evidence of this included a tender half full of coal. The smoke deflector on the air compressor side of the loco is missing.

As our "leave passes" were only valid for a limited time we had to forget about R766 and K190 (which we had seen before) and start for home. We made a brief stop at the now-closed picturesque Taradale station in failing light to get photos, and the sun set while we were there.

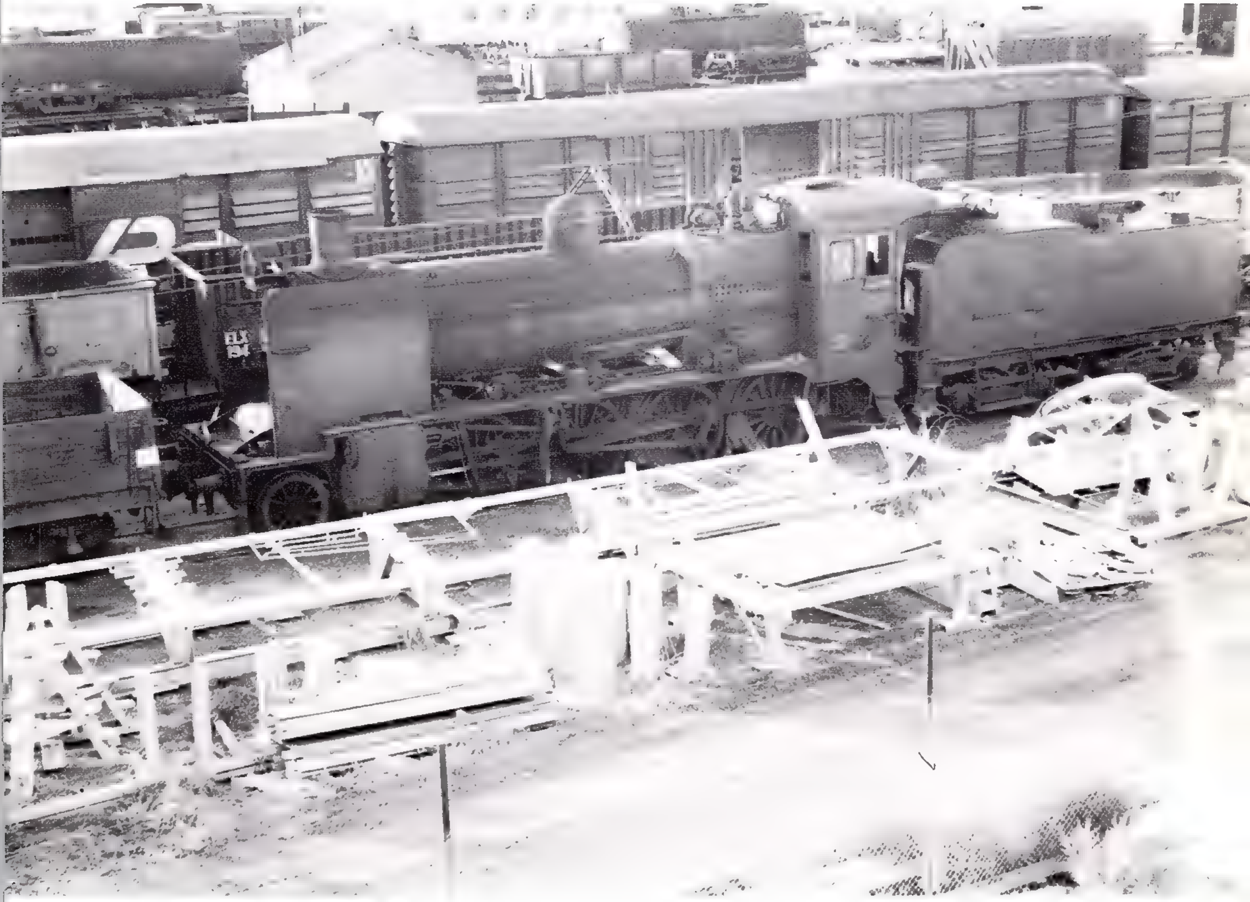
Driving home we were held at Diggers Rest while both an Up and a Down pass. went through, the Up being hauled by an X and the Down by a B-class, thus bringing to a close a very satisfactory day.

56RM takes on van goods prior to the run to Echuca on 3.1.79. (Robin A Hicks)



Above: Kevin Brown, left, and Rae Barry do their share of cleaning up A^{2}996 at Echuca just after it was placed there. (RH)

Below: K160 lays idle at the Bendigo North Workshops while the W class in the background replaces it. (P W Bishop)



FIRST

Traffic

GENERAL

Government Transport Policy: The Government's Transport Policy document released before the last election, indicated the major areas in which the Government sees VicRail projects reaching completion within the next three financial years, (1979/80, 80/81, & 81/82). It should be emphasised that this is not a total list of projects, but only some of the major projects the Government plans for completion:

In the first year:
* Upgrading of the Mt Buffalo Chalet
* Maribyrnong River branch line, electrification.
* 5 Stainless steel suburban trains (First contract)
* 10 Inter-urban air-conditioned carriages
* 200 Bogie freight wagons

In the second year:
* South Dynon Container Terminal
* Little River to Corio duplication (Geelong line)
* 26 air-conditioned Inter-urban carriages
* 200 Bogie Freight wagons

In the third year:
* Metrol Signalling Complex
* Ringwood to Croydon, and Ringwood to Bayswater duplications.
* 10 Stainless suburban trains (Second Contract)
* 200 Bogie Freight wagons.

New timetables: The North Eastern working timetable has been reprinted and the new edition commenced on Monday 14th May. Briefly changes are all trains numbered in the four figure series 83XX (pass.) 93XX (goods), most branch lines are as required, C class running times and loads are included. Circular C18/79 states on the cover that a new Northern & Midland WTT commenced on 7th May 1979. (GHJ) [Not issued as at 25.6.79 — Editor]

Value of switching facilities: The wisdom of retaining intermediate staff stations that may be switched in at peak traffic periods was amply illustrated recently in the Geelong area.
* Elaine — was switched in during the wheat harvest, on a regular basis.
* Moriac, Birregurra, Pirron Yallock & Panmure were switched in for the Warrnambool Race trains early in May.
* Moriac, Birregurra and Pirron-Yallock were switched in for the running of the *Steamrail* excursion to Timboon on Sun.20.5.79 for a follow on move.

SUBURBAN AREA

Section Tickets: Westgarth, Dennis, Fairfield, Alphington, Darebin and Ivanhoe were issued with section tickets as from Sun.14.4. Eaglemont, Heidelberg and Rosanna were issued with section tickets as from Sat.21.4. Macleod, Watsonia, Greensborough, Montmorency Eltham, Diamond Creek, Wattle Glen and Hurstbridge were issued with section tickets as from Mon.7.5. (A 2321, 2336, 2378, 2416/70)

Pakenham service; Whilst the regular set on the Dandenong to Pakenham shuttle, 153M-353D was being serviced, it was replaced by *Harris* set 561M-563M. (RAH)

M-D Tait train sets: In recent editions of *Newsrail,* the sightings of Tait sets marshalled M-D-M-D-M-D have been recorded. The M-D sets in the Jolimont Yard are normally used to operate the through Flinders St - Alamein service between the peak periods. Due to a train shortage, the sets are coupled into 6 cars to help out in the peak. They can be seen on any line except Epping or Hurstbridge during nearly every peak period at the moment. (BE)

Hump engines: For many years the H class have pushed rakes towards the hump crest short end leading. Recently, however, they have been noted coupled short end to short end. It is believed this is to avoid lengthy delay when for any reason the engines have to be reversed. (GAJ)

Single line working: On Sun.6.5, single line working was in use between Springvale and Dandenong whilst works were being undertaken on the Down track. As a result, the Down Sale excursion train was late and the crew change with the Up Traralgon pass. normally made at Berwick was performed at Dandenong. Motive power on the Up pass. was T412-T393-T398. (RAH)

Points failure: A points failure at Dandenong on the night of Tues.8.5 caused delays on the morning of 10.5 after the intervening strike on 9.5. The trailing crossover points at the Melbourne end of the station failed. (RAH)

Glen Waverley Shuttle: Due to bridge works at Burnley during May, train services were cut to 35 minute intervals between 9.15 am and 3.00 pm. It is thought the Glen Waverley flyover at Burnley is undergoing repairs. During the affected times, there were 11 Up trains compared with the usual 23. A typical off peak journey was Tues.15.5.

The 9.13 arrival at Glen Waverley (5 passengers) was stabled in No.5, while the 9.24 arrival (8 passengers) was stabled in No.3. The next arrival was at 9.42 and departure was at 9.47. Arrival at Burnley was 10.23. Here all city bound passengers transferred to a train from Ringwood. As most Camberwell trains do not stop at East Richmond, I'm not sure how one would alight at that station.

On the Down, Glen Waverley passengers depart on a Camberwell train from platforms 2 & 3 (instead of 4 & 5) and transfer to a Glen Waverley shuttle train departing platform 1, Burnley. Return to Glen Waverley was wrong line as far as Darling (the only intermediate station with a crossover) where the Up train was waiting for the Down to cross over to the Down line. On this Tues., three Harris and one Silver were effectively trapped by the shuttle service.

By Wed.23.5, the shuttle service had ceased operation, although Down trains were subject to a speed restriction while negotiating the Burnley flyover. (DC)

Platforms 6 and 7 play host to unlikely visitors: On Thurs.24.5, the 6.35 am Up Traralgon terminated at platform 7, Flinders St, possibly due to a points failure at E Box. About half an hour later, K153 on the Mornington *Vintage Train* arrived at platform 6. (CMR)

WARRNAMBOOL LINE & BRANCHES

MAIN LINE:

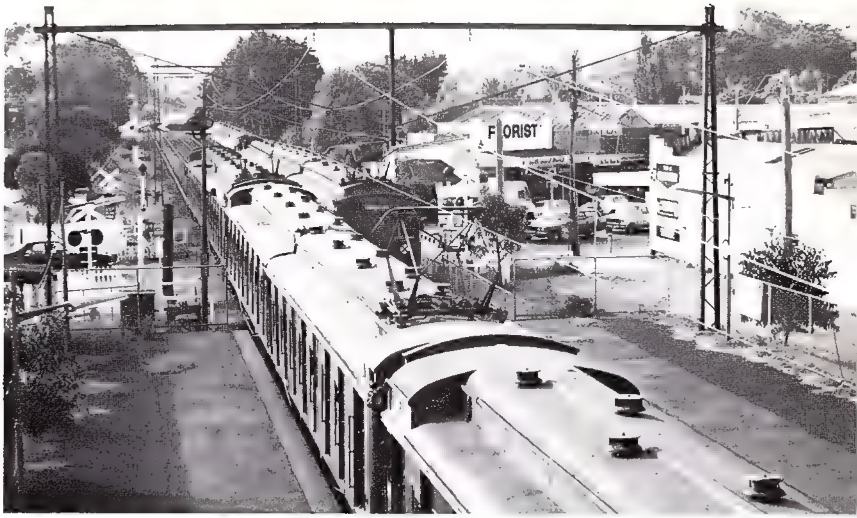
Troubles on the Geelong line: On the evening of Tues.1.5 the 4.55 pm to South Geelong was not ready for departure at 4.55 pm, so the 4.56 pm Down Dimboola was sent ahead as the leading train to North Geelong. However S310 with 5 cars and two vans was not in a co-operative mood and gave trouble from Laverton south, but managed to reach North Geelong "C" around 6.00 pm where X35 from Geelong loco made a quick change to take the train onto Ballarat. X35 passed through Meredith at 6.50 pm. The 4.55 pm South Geelong, finally got away late, and arrived Geelong some 20 minutes late. (DWH)

Terang: This station has been turned into a superphosphate 'dealer'. On Fri. 18.5, the local farmers were briskly moving the super from about 20 off register I and IA wagons. (DC)

Triple-headed Warrnambool pass.: Tues.29.5. As far as the Warrnambool pass. is concerned, two engines would be news. At 6.32 pm B84, T389, B79 passed over the Dudley St bridge in charge of the 6.23 pm with a short train. (GAJ)

Centre Pages: 85RM rolls the last 2 km into Woodend with the 3.56 pm Down Kyneton service on 23.1.79. (R M Carlisle)

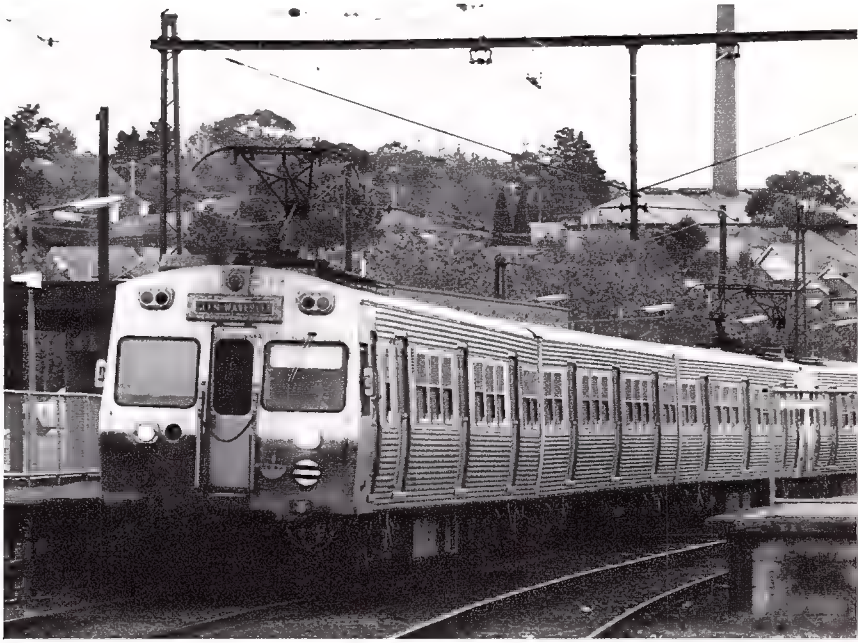
MELBOURNE SUBURBAN AREA

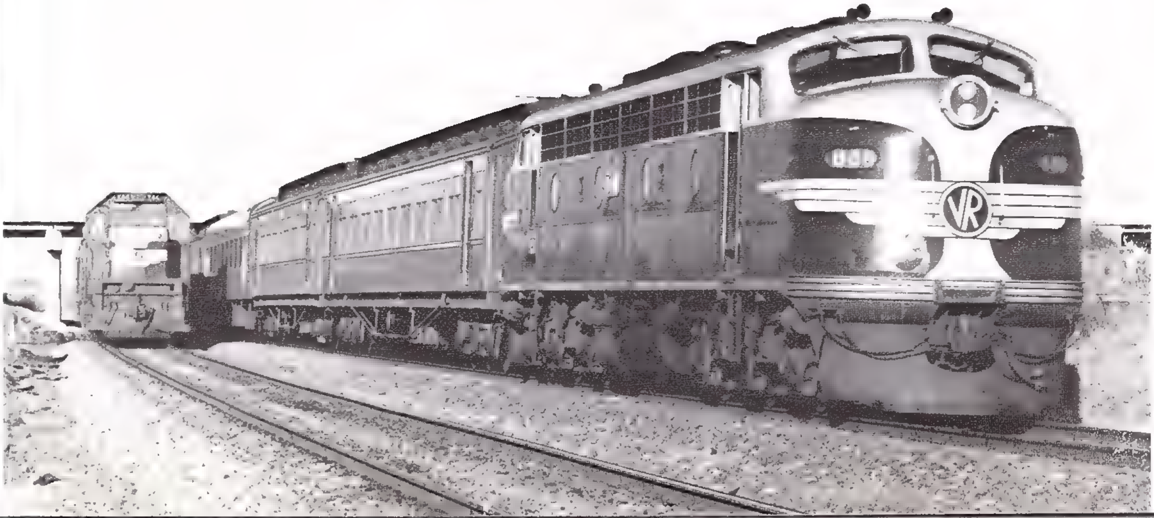


Above: An Up Sandringham 6-car set, M-T-M-M-T-M, enters Hampton as a Down 6-car set, M-D-M-D-M-D, grinds up the 1 in 97 grade towards Sandringham. (Des Jowett)

Right: A Down Glen Waverley train leaves Tooronga running wrong line between Burnley and Darling on 17.5.79. (Frank Cross)

Below: X44 on a Down Werribee local train is overtaken by B69 on the Warrnambool pass. as they approach Laverton during the afternoon of 20.2.79. (Peter J Vincent)





TIMBOON LINE:

Line busy: One of our correspondents reports that this line has been quite busy during May. On Thurs.10.5, the weed spray train ran, having been deferred from Wed.9.5 owing to the 24 hour strike. The goods ran on Fri.11.5. On Tues.15.5, the goods departed Camperdown at 9.45 am, comprising T335-J1 (class leader of the J cement wagons)-7GYs-491ZL. The J was cut off at the cement siding, one kilometre out of Camperdown. The train paused at Timboon Junction, 10.03-05 for safeworking, stopped at Cobden 10.40-10.46, no shunting, Victorian Agricultural Lime Co siding, 11.20-11.37, detach 6 empty GYs, and arrived Timboon at 11.50 am: GY98 was detached with a full load of coal to be used by the following Sunday's *Steamrail* trip. At Timboon, T335 attached 2 empty GYs, and after a meal break for the crew, departed at 1.05 pm. The 2 GYs were detached at the Lime Co siding, where a near maximum load of 8 GYs loaded with lime were attached. Their destinations were as follows: Raywood, 2; Shepparton, 1; Pine Lodge, 1; Monomeith, 2; Drouin, 1; and Somerville, 1. At Cobden, 5 KMQs and QMX42, laden with milk products bound for Appleton Dock were attached. The train stopped at Timboon Junction, 3.22-3.31 and arrived at Camperdown at 3.44 pm. On Fri.18.5, the goods was hauled by T410, and on Sun.20.5, the Rotary Club of Camperdown, in conjunction with. *Steamrail* Victoria, hired a special to Timboon, the train conveying 650 passengers on the branch. The consist was K184-15BCPL-44BE-14BE-91BPL-19BPL-58BPL-21BCPL and times were as follows: Spencer St, depart 8.01 (1 late), Werribee 8.36-8.44, Geelong 9.22-9.44 (K to take water), Colac 11.11-11.50 (K coal and water), Camperdown 12.38-1.42 (K to take water), Cobden 2.18-2.19, Timboon arr. 3.04, (21 early due to cancelled photostop). The K took on water at Timboon and departed 2 late, at 4.02, arriving 21 late at Spencer St at 11.07 pm following a smokebox burn which caused trouble from Paisley onwards. (ECC)

PORTLAND LINE & BRANCHES

MAIN LINE:

Portland: When visited on Fri.18.5, a Japanese ship was loading grain. The two Portland Harbour Trust tractors, a VR tractor and Y152 were shunting the Harbour line into the night. Three derailed GYs were noted in the Exchange Sidings. The Portland DRC was unserviceable and substituted by a pass. on Sat.19.5, consisting of B68-VP149-29BCPL-18AW-34C. It remained in the railmotor dock all Sunday. (DC)

SERVICETON LINE & BRANCHES

MAIN LINE:

Down Dimboola addendum: The operation of the Down Dimboola train via North Geelong Loop must have eased congestion on the Ballan route to Ballarat, but this alteration from 12.2 should not be solely attributed to this train's tardiness.

During late January, the risk of grass fires near the railway line prompted the closure of the Ballan section for some hours during great heat. The Down Dimboola and other trains were held near Bank Box loop, where they remained until after dusk. As passengers were left to fend for themselves in this rather isolated area with its scant shade, the alleged failure of the VR to provide alternative transport from the loop has raised some unfavourable comment. The altered route has been seen by some as the remedy.

From mid-April the regular operation via North Geelong loop has ceased, but since then, the route to Ballarat has been selected just prior to the train's departure.

The operation via North Geelong has meant that the 4.56 pm must be retarded in Melbourne to permit the 4.55 pm to Geelong to achieve sufficient headway, but the Down Dimboola often runs close to the yellow aspect for much of the time. Thus the scheduled 59 minutes might be quite realistic.

The Dimboola train would appear to be the victim of its circumstances, for it is not alone in its alleged operating deficiencies. The Up Horsham passenger, Up interurban traffic from Bacchus Marsh and the ever present interstate freights do not have clean records in punctual running for proposed crosses. The adjusted route might have been the simplest means of improving these services.

When operating via Ballan, the Down Dimboola has maintained reasonable times, but the variety of locomotive power irrespective of loads, together with congestion, does not permit the train to perform well, whilst S class locomotives are common, Bs and Xs are by no means rare now, and S/T combinations have worked heavy holiday traffic. Despite this, the train usually arrives in Ballarat 15 minutes late when operating via North Geelong loop, so that the running via Ballan can create a long stop at Ballarat. (GR)

Two generations of Clyde built locos in the form of C507-T341 await departure from Kaniva with a wheat special on 3.2.79. (Peter Martin)

Multi-multi units: Train No.9180 usually provides an interesting range of motive power and the month of May proved to be no exception. The most interesting combination occurred on 5.5, when S306-B67-T373-T342 quadruple headed an Up goods through Kaniva at 4.40 pm, 55=86. A complete list of locomotives operating this service during May is available from the News Editor if he receives a polite request accompanied by a stamped and addressed envelope. (PJM)

Sightings at Ballarat Workshops: On Sun.13.5, K162 was observed at Ballarat Workshops along with a partly stripped W class. 24RM was also noted, looking very much the worse for wear. Perhaps this motor was last used on the Geelong to Ballarat service? 24RM re-entered service early June.

S and T on Jet: On Wed.16.5, S309-T398 were noted leaving Dynon with an Adelaide bound *Jet* at 9.15 pm. This is an unlikely combination of power for these trains. (WA)

NZR loco on the move: An unidentified NZR loco was observed passing through Kaniva on No.9180 goods on 17.5. (PJM)

Wheat trains: Special wheat trains have been operating again on the western line during May. Most of them comprise blocks of GJF wagons, hauled by C class locos. (PJM)

MILDURA LINE & BRANCHES

MAIN LINE:

Donald railcar: DRC41 was noted on the Down Donald service at Dunolly on Tues.15.5. (AW)

Vinelander: Mon.21.5: noted leaving Ballarat on time, No.8110 pass. consisted of a variety of rolling stock. B-X, led CE-CE-BW-BE-AS-BZ-MRS-AZ-4-3-2-16-14-VAM-3AX. This train, of seventeen vehicles, would have weighed in at around 780 tons. (GAJ)

KULWIN LINE

Salt traffic: There has been a considerable increase lately in salt harvested from Lake Tyrrell and loaded at Nandaly. It has been as high as 900 tonnes during some weeks. On 16.5, 8 VOCX, 1 ELX and 1 VOBX wagons were seen in the Nandaly yard along with 22RT which has to be on hand as only two bogie wagons can be accommodated on the Down side of the salt loading ramp. Thus when two are loaded, the tractor has to place these on No.2 road. As only a very small tonnage of wheat has been trucked out of Nandaly storage to this date some problems could arise when the GEB commence outloading as the silo shares No.3 road with the salt platform. (AF)

In a temperature of 42°C, Y173-172 depart Echuca with an Up Bendigo goods, 2.2.79. For many years these two locos worked the standard gauge pilots in Melbourne but are now having a rest on the broad gauge (Frank Sutton)

SWAN HILL LINE

Swan Hill passenger service: During the coming Queens Birthday weekend VicRail will continue the innovation first introduced on Easter Monday. It will be recalled (*Newsrail* March 1979 p.39) that there is a shortage of cars to make up special trains over holiday periods. On Easter Monday the normal 8.55 am Up ex Swan Hill was altered to leave at 4.50 pm. This meant that the usual AZ, BZ, were available for the consist. Some 100 passengers embarked on this train at Swan Hill on Easter Monday.

Surprising aspect of predicting loadings occurred the next morning when the 8.55 am Up consist comprised only an AZ and a BZ. When this train left Swan Hill standing room only was available and buses had to be made available to take passengers from lineside stations to Bendigo. On the Queens Birthday the 8.55 am Up has been altered to leave Swan Hill at 4.50 pm. (AF)

ECHUCA LINE & BRANCHES

Bendigo line timetable alterations: commenced as from Mon.7.5 as follows:

* 8.45 am Spencer St - Bendigo pass. (Mon.-Sat.) is to stop at Sunbury (9.21 am).

* 5.04 pm Spencer St - Kyneton railcar (Fri.) is cancelled.

* 5.04 pm Spencer St - Bendigo pass. (Mon.-Thurs.) will now operate on Fridays to Mon.-Thurs. schedule.

* 5.40 pm Spencer St - Swan Hill pass. (Fri.) will depart Bendigo 8.40 pm (instead of 8.50 pm), run 10 minutes earlier to Swan Hill and arrive 11.20 pm (instead of 11.30 pm). It runs about 5 minutes earlier from Kyneton to Bendigo.

* 9.32 am Spencer St - Swan Hill pass. (Sun.) will depart Bendigo 12.20 pm (instead of 12.25 pm), run about 5 minutes earlier to Swan Hill and arrive 2.50 pm (instead of 3.00 pm). It runs about 5 minutes earlier from Woodend to Bendigo.

* Additional 5.00 am Bendigo - Spencer St pass. (Mon.) will operate stopping Castlemaine (5.31), Kyneton (6.02), Woodend (6.14), then stop all stations to Sydenham, then Sunshine, Footscray and arrive Spencer St 7.27 am.
* 5.25 pm Bendigo - Spencer St pass. (Fri.) is altered to operate to Mon.-Thurs. schedule from Woodend to Spencer St (8.11 pm). (Stop all stations Woodend to Sunbury, then St Albans, Sunshine and Footscray).
* 6.52 pm Kyneton - Spencer St railcar (Fri.) is cancelled. (WTT 14/79)

Rice traffic: A large amount of rice traffic is currently being conveyed through Echuca. This commodity is generally being handled in GJF wagons with Y class power. (FS)

Railcar services — Melbourne - Kyneton: It is now some months since ARHS rail fans made their 'official' farewells to the 280 hp Walker railcars. However, the aged railcars (and their smaller and older sisters) refuse to give up and to the end of May 1979 are still providing the bulk of the railcar tabled services to Woodend/Kyneton. In fact the 3.23 pm Up service (Mondays to Fridays) from Woodend, which has been replaced by a bus for some months last year, is now often operated by a 280 hp Walker railcar.

The 8.00 am Down to Woodend remains a regular roster for 280 hp units, being replaced on the odd occasion by a single DERM (9.1, 12.3, 15.3, 21.3 and 30.3), T loco and cars (12.3, 29.3 — departing Spencer St 8.25 am and 11.5) or a DRC railcar (5.4). Similarly the 3.53 pm Down Kyneton is normally operated by a 280 hp unit and on Mondays to Thursdays returns empty to Spencer St, passing through Sunbury around 6.30 with a display of high speed running these cars were renowned for in their early days.

91RM failed at Sunbury whilst working the 5.43 am Up Kyneton service on Wed.14.3, and was placed in the goods siding. Rescue was effected by a sister 280 hp unit which arrived from Melbourne at 7.35 am. The 8.00 am Down to Woodend that morning was also a 280 hp unit, making 3 units of the class on the line together.

For some months prior to February this year the 5.45 (M-F) Down Kyneton was formed by the unit working the Up service from Seymour due Spencer St at 5.35 pm. The 10 minute turn round proved quite inadequate having in mind late running and fuel/service requirements. Regular commuters were near to revolt at the resultant late running. The problem was remedied with rostering of DERMs, 153 hp Walkers and loco hauled sets on the Seymour service.

When there is no 280 hp Walker available for the 5.45 service the replacement units have varied considerably, examples being —
* DERM + DERM: second unit detached at Sunbury and returned empty to Spencer St.
* DERM + MT: attempted removal of the trailer at Sunbury to assist timekeeping was resisted by station staff. Both units continued north.
* DRC43 + BCPL: poor performance by air-conditioning spoilt the smooth ride and early arrival at wayside stations.
* DRC41 + MT: better air-conditioning and excellent timekeeping.
* 55RM (modified DERM): without a trailer, loading to Sunbury was tight. Lack of toilet and smoking ban not appreciated (latter restriction largely ignored).
* T loco + 5 E/W cars and van: practically one passenger per compartment.
* RM22 + 61MT + RM29: RM22 continued alone from Sunbury.

A rare sight on Fri.9.3 was a coupled set of 280 hp Walkers operating the 5.45 service on account of extra passengers travelling as a group.

Thurs. May 10 saw 90RM on the 5.45 Down. This unit re-appeared on Kyneton services on May 7 after a long absence. Sister units 82, 85 and 91 have all run for some time now with economy passengers at the East end. Despite the changed direction of travel 90RM failed at Sydenham and after a delay in excess of 30 minutes passengers continued north by road motor. The unit was returned to Melbourne under own power on Fri.11.5.

Despite their age, rough riding and draughty interior the 280 hp Walkers still serve the Kyneton line commuters well and regularly arrive at intermediate stations ahead of time. Their future is the subject of much speculation amongst regular passengers. Are bookings open yet for their final farewell?

DAYLESFORD LINE

Daylesford: An inspection of Daylesford station on Tues.17.4, revealed all fittings torn out of the station, all points, signals and the turntable locked. Daylesford yard is not overgrown yet, but the grass has covered the lineside outside the station limits. At each level-crossing along the line, timber baulks, painted white, has been placed across the line. (DC)

DENILIQUIN LINE:

Deniliquin bus service: Although the Deniliquin railmotor has been replaced with a road service for some time now, the details of the new VicRail supervised permanent bus service, to be provided by Kangaroo Flat Bus Lines Pty Ltd are now coming to hand. With the new timetable, passengers will be able to make a day return trip from Deniliquin to Bendigo, Mondays to Fridays. In addition, these residents will be able to make a day return trip to Melbourne every Wednesday. People from Melbourne and Bendigo will also be able to make a day return trip to Echuca with the new service each day. In the days of the railmotor, an Up trip ran each morning from Deniliquin, Mondays to Saturdays, and a Down trip on the same days arrived at Deniliquin at 2.55 pm, Wednesday Thursday and Saturday, and at 7.40 pm, on the remaining days. Thus day return trips to Melbourne from Deniliquin were out of the question, as were return trips to Bendigo on Wednesdays, Thursdays and Saturdays. (*Campaspe Valley News,* 22.5, News Editor)

TOOLAMBA LINE:

Toolamba motor: 56RM was continuing inservice on the Echuca to Toolamba run during late May. (FS).

TOCUMWAL LINE & BRANCHES

Action to retain rail service: Numurkah Shire Council will fully support all efforts to keep the Cobram pass. running. Over 100 people recently attended a public meeting on the future of the service, and an Action Committee was formed with representatives from Cobram and Numurkah Shires and Chambers of Commerce, and the Railways' Union. (*Shepparton News,* 21.5)

ALBURY LINE & BRANCHES

MAIN LINE:

Failure at Alumatta loop: On 1.5, VicRail standard gauge train No.479 failed at Alumatta, with traction motor troubles on X49. As no locos were available at Wodonga, the NSWPTC were again called on to assist, and 4433 departed Albury at 7.15 am, arriving at Wangaratta at 8.15 am. The train was then worked to Albury by 4433 and an unidentified X hauling the dead X49. Departure from Wang was at 8.35 am and arrival at Albury at 10.00 am. (KL)

Railmotor replaced with a pass.: On Sat.5.5, the 12.50 pm Down Seymour was run as a pass., consisting of T353-20CE-68BW-51ABU-11CW. (WA)

X & T on Apex: Mon.14.5: At 5.00 am this morning X52 & T400 were seen heading over the viaduct towards Jolimont to commence duty on the Apex Quarry train. (GAJ)

Non air-conditioned Spirit: On 24.5, the non-air-conditioned Up *Spirit of Progress* was X49-VP-4VFW-7VFW-3VFW-9VFW-8VFW-2VFW-MHN-2595MBY-2583MBY-2643MHX. It departed Albury approximately 1½ hours late. (KL)

BRIGHT LINE:

Traffic summary; During April, most of the goods conveyed on this line comprised superphosphate and oil, although the tobacco traffic has recommenced. On

Mon.9.4, a Y class loco conveyed largely superphosphate loading to Myrtleford, and then returned. On Wed.11.4, a T class ran a goods to Bright and return, also on Wed.18.4. On Mon.23.4, a T and Y class loco ran to Myrtleford and return, conveying the first empty tobacco vans to this station for the season. On Thurs.26.4, a T class ran to Bright and return, and on Mon.30.4, to Myrtleford and return, conveying the first load of tobacco from this point for the season. On Tues.1.5, T345 ran to Bright and return clearing tobacco for the first time for the season from stations beyond Myrtleford. On Wed.2.5, T406 ran to Myrtleford and return and again on 3.5 to Bright and return. On Fri.4.5, T358 ran a goods to Bright and return with ZLP 10 in its consist. This was the first appearance of a ZLP bogie guards van on the line since regular Saturday tobacco trains ceased operations three to four years ago. (IM)

Goods trains ran during May and early June as follows: Mon.7.5, to Myrtleford and return, loco T355. On this day, VicRail workmen tried to remove the goods crane at Bright on the grounds that it was too close to the running lines, but they were prevented from carrying out their task by Bright Shire councillors. Tues.8.5, to Myrtleford and return, loco, T332; Mon.14.5, to Bright and return, loco, T354; Fri.18.5, *Weedex* to Bright and return, loco, T class, train: WZ spray van-3WA Tank cars-UF bogie box van-HW crew carriage-VF bogie box van-ZL. Mon.21.5, to Bright and return, loco T376; Tues.22.5, to Myrtleford and return, loco, T376 again; Mon.28.5, to Bright and return, loco, T349; Tues.29.5, to Ovens and return, loco, T412; Wed.30.5, to Myrtleford and return, loco, T390; Thurs.331.5, to Bright and return, loco, T412 again; Fri.1.6, to Myrtleford and return, loco, T408. During this period, the bulk of outward loading has been tobacco. (IM)

CUDGEWA LINE:

Comment on line: *Trust News,* published by the National Trust of Australia (Vic), summarises the scenic qualities of this line by stating that it is unique in Victoria by virtue of its physical setting, following the shoreline of Lake Hume to Tallangatta, the hills and valleys of the north-east cattle country to its terminus at the foothills of the Australian Alps. Specific features which make the line unique are as follows: follows the shoreline of Lake Hume for twenty miles, with two crossings, numerous large wooden trestles, Victoria's highest railway station, vast state pine plantations at Shelley-Koetong, attractive countryside and virgin bushland not visible to road users, steep grades and tight bends, and historic old and new Tallangatta. A special train was scheduled to run over the line as far as Shelley and return on Saturday, 26.5, and a public meeting was to be held the following day to discuss the future of the line. (*Trust News,* May 79)

Special to Shelley: It was reported on 2CO News that this special train derailed at Tallangatta and that the balance of the trip was carried out by bus. (FS)

HEALESVILLE LINE

Lower speed limit: During April the speed limit on the Lilydale - Healesville line was lowered as follows: Railmotors: 30 mph, Passenger train, goods trains and steam locos running tender first: 20 mph. (The warning signs of the lines closure?). (WN15/79) [Now 25-15 mph — WN15/79]

ORBOST LINE & BRANCHES

MAIN LINE:

Loco usage: By the end of May, Saturday Gippsland services were normally operated by L class locos and diesels had not been in use since the end of February. Sunday services, however, continue to be diesel operated. (CMR)

Transporter vehicle on the move: On Sun.29.4, a B class loco was sighted hauling a short consist in the Down direction through Warragul. The train comprised locomotive-two wooden open bogie wagons-QWF2-ZL. QWF2 has two six wheel bogies and was carrying equipment presumably for use by the SEC. (CMR)

Drawn out trip: On Tues.22.5, the 6.08 pm Down Sale left Flinders St about 6.28, but further delay was in store. It broke down three times, once on the Up side of Dandenong, once at Hallam, and again slightly on the Up side of Narre Warren. The loco off a goods at Narre Warren was commandeered and arrival at Warragul was at 9.15, 1½ hours late. The air-conditioning was turned off at the first breakdown and the conductor was unable to operate the heating equipment in the economy car when the journey resumed. The train took 2 hours to reach Berwick, normally a 54 minute trip. (CMR)

No air-conditioned cars: On Wed.23.5, the *Gippslander* had neither air-conditioned cars nor buffet car in its consist. This unhappy event had probably been prompted by the electrician's strike, and the *Gippslander* set had gone to Mildura as the *Vinelander.* It returned next day, but did not dock at Flinders St until almost 10.00 am, travelling over the viaduct without a trailing van. Scheduled departure time is 9.00 am. (CMR)

YARRAM LINE & BRANCHES

MAIN LINE:

X class to Korrumburra: An unusual event took place on Sat.26.5, when X35 triple-headed with T322 and Y174 on a Down super train. It was sighted passing through Loch on its way to Korrumburra. Does any reader know of an earlier occasion upon which an X has journeyed to Korrumburra or beyond? (BC)

The three locomotives returned light engine the same day and were observed passing through Cranbourne on the Up at 5.15 pm. (ES)

STONY POINT LINE & BRANCHES

MORNINGTON LINE:

Mornington line news: The Mornington Rail Transport Development Committee continues to work for the improved use of the Mornington RM, which is still 55RM and has not missed a trip until 25.5. Its interior comfort continues to receive appreciative comments from passengers. The 7.22 am departure from Frankston should be the goal of all DERM fans, as where else can you see coupled DERMS in normal timetabled running? They separate at Baxter taking 3 mins. for the stop. On occasions when there has been a hold up of some kind, as happened on Wed.23.5, other services departed Frankston coupled, as the section to Baxter takes 15 mins., and the interval between Crib Point and Mornington trains is about 20 mins. On this occasion, a steel train ex Long Island was sent up the Langwarrin Bank ahead of the Crib Point RM., and lost some time in the section. The *Vintage Train* ran to Mornington on Thurs.24.5, K153 and seven cars — 2 ABU, Dance car, *Pioneer,* 32AV, BPL, BCPL with bus tour to Arthur's Seat. Train ran to time. While the special was in the yard, 55RM arrived with 65 people on board, and departed with 50. School holiday patronage has been well up with loads of 55, 64, 76, 88 and a record 96 being reported as carried on a single trip. (HG)

DERM delayed: On Thurs.24.5, when K153 arrived at Baxter on the Up *Vintage Train* 55RM was sighted just through the level-crossing on the Stony Point line. Attempts were made to couple it to the trailing BCPL car on the VT but it was found that the DERMs whistle risked damage. The tow was not therefore attempted, and the Super DERM had to wait line at Baxter until the *VT* reached Frankston. (CMR)

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CHAMPION ROAD, NORTH WILLIAMSTOWN

Works

SUBURBAN AREA

Box Hill Modal interchange/grade separation: Immediately before the 1976 State elections the goods yard at Box Hill was abolished, and various preliminaries carried out, hailed by the authorities as the start of the long-promised interchange works. Little discernible activity followed, despite considerable political comment and local feeling, until just before the State elections on 5.5.79. In the week prior to the elections a cyclone mesh fence was erected immediately south of the running tracks, and in the following week a solid wooden fence was built along part of the carriage-way of Rutland Rd, south of the former carriage sidings, east of Station St. Rutland Rd has been made one-way (westerly) along this part of its length although many drivers ignore the signs, including the driver of a large VicRail lorry a good week after the traffic signs were in place. Resultory work appears to be proceeding behind the fence: the announced intention is to construct a retaining wall which will eventually serve as the south side of the cutting in which the lowered tracks will run, and which is not, according to the latest leaflet, now to be roofed. At the same time the crossovers east of Station St were re-sleepered and reballasted. (AS)

Murrumbeena: On Sun.29.4 the interlocked level-crossing gates were abolished and replaced with boom-barriers. As some of the signals were converted to automatics and other signals were abolished, the signal box will probably be abolished soon. (A 2373/79)

Melbourne Yard: On Mon.30.4, the standard gauge siding (Koppers siding) was removed. (WN 19/79)

Flinders St "B" Box: On 17.5, the arrival signals on posts No.83 and 84 were electrically lit. (WN 22/79)

Gowrie: On 20.5, boom barriers were added to the flashing light signals at the Camp Rd level-crossing. (WN 22/79)

WARRNAMBOOL LINE & BRANCHES

Colac: The scotch block has been removed from the Down end of No.2 track extension. (WN 09/79)

Lara bridgeworks: The old span for the second track was recently cut out and removed. On the weekend of 28.5, a special plant train is scheduled from Jewell to Lara conveying the new bridge components for the west line, plus track panels. It is anticipated that the single track will then be slewed to the west side over the new span, that the east line steel span (old) will be cut out, and the new East line span installed. The single track will then return to the straight alignment on the east side, leaving the West span free for the duplication of the section from Little River to Corio. (DWH)

Timboon Junction - Cobden: On 9.5, flashing light signals were bought into service at the Princes Hwy level-crossing. (WN 20/79)

KULWIN LINE

Glenloth: On 18.5, the Up and Down end plunger locked points and home signals were abolished. No.2 track was removed. The main line points were provided with staff locks operated by WSa levers. (WN 22/79)

ECHUCA LINE & BRANCHES

MAIN LINE:

Woodend: On 1.5, the Up home signal, post 11B, was electrically lit. (WN 19/79)

Recent events concerning the Sunbury water towers: A proposal for the preservation of these water towers has been considered by the Melton-Sunbury Management Committee to be unacceptable. VicRail had offered the towers to the Shire of Bulla free of charge on the proviso that the Shire remove them and re-erect them elsewhere. The proposal also suggested the Shire meet the costs involved. Further representations will be made by the Sunbury Management Committee to the Minister of Transport to have them retained. (*Sunbury Regional News,* 17.5)

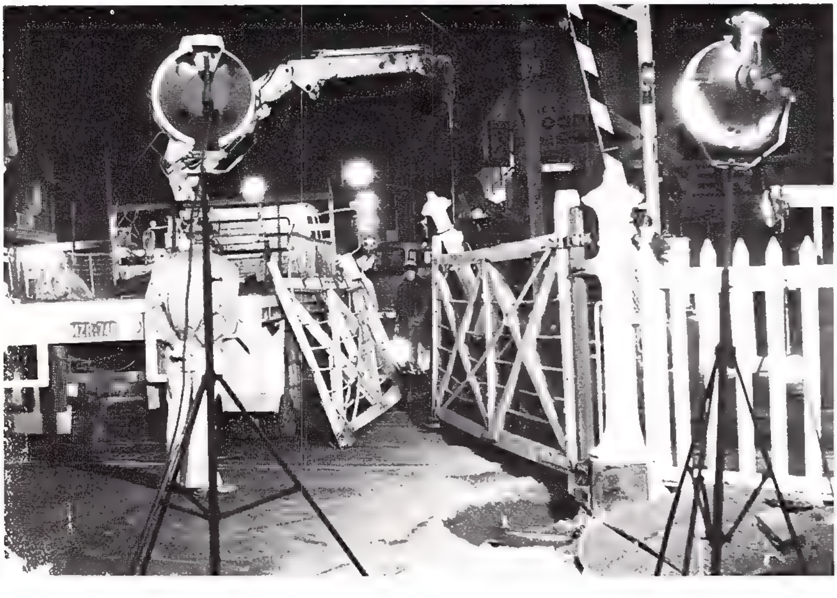
DR to go: Tenders close on 13.6 for the purchase and removal of DR No.2171 at Elmore (*Riverine Herald,* Wed.23.5)

COHUNA LINE:

DR to go: Tenders close on Wed.20.6 for the purchase and removal of DR No.2307 at Gunbower.

BALRANALD LINE:

Works at Wakool: The following vehicles were noted at Wakool on 5.5: 366W-360W-320W-HD158-HD204-418W-447W. A new ablutions block is in the course of erection. (FS)



MURRUMBEENA

With the suburban service finished for the night, the removal of the hand operated gates could start in earnest. 29.4.79. (R P Dunbar)

Rail yards to be sold: A Barham stock and station agent has been given the green light to purchase the rail yards at Moulamein from VicRail. He has been conducting cattle sales in the yards for some time now. (*Pastoral Times,* 8.5)

TOCUMWAL LINE & BRANCHES

STANHOPE LINE:

Goods shed to go: Tenders are called for the purchase and removal of the Stanhope goods shed. Tenders close on Wed.13.6. Tenders have already been called for the removal of the station buildings. (*Kyabram Free Press,* 1.6)

ALBURY LINE & BRANCHES

MAIN LINE:

Benalla: The Up distant signal on the Yarrawonga line, Post No.30, has been fixed at the caution position. An Up approach bell has been provided. (WN 21/70)

Violet Town: The crane road has been removed. (WN 22/79)

Avenal: The Down distant signal, Post No.1, has been provided with motor operation. (WN 22/79)

BRIGHT LINE:

Platform shortened: During Sun.22.4, the platform at Myrtleford was cut back, so that now, only one third of it remains in use. (IM)

MANSFIELD LINE:

DRs to go: VicRail has called tenders for the purchase and removal of DR No.585 at Yea, No.2099 at Cathkin, No.3907 at Mansfield and No.3716 at Mansfield. Tenders closed on Wed.23.5. (*Mansfield Courier,* 10.5)

YARRAM LINE & BRANCHES

Toora - Welshpool safeworking altered: On Tues.10.4 the electric staff system between Toora - Barry Beach Junction - Welshpool was abolished and train staff and ticket working was introduced. The intermediate electric staff working at Barry Beach Junction was abolished. The operation of the annett locket points at Barry Beach Junction and the train staff working between Barry Beach Junction and Barry Beach is unaltered. (A364/79)

SUPER 8 MOVIES

New movies include a series on logging, including many scenes of Shays, Climaxes and Heislers, as well as 2-6-6-2 Mallets.

Gears in the Woods 1
Silent $27.25; Sound $35.00

Gears in the Woods 2
Silent $23.25; Sound $30.50

Rods in the Woods
Silent $30.75; Sound $40.50

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The workers have a rest for a couple of minutes as a Down out of gauge train ghosts its way over the crossing about 3 am. (R P Dunbar)

Rollingstock

LOCOMOTIVES:

Sightings at Newport: On 25.5, stripped 321D was noted at Newport Workshops. Outside the Erecting Shops were No.3 crane, D3 639, J515 and R761. Adjacent to North Williamstown station are R700, R753 and R707. An underframe of Tait motor 243M was also noted. Of interest nearby is the underframe of No.4 steam crane. Adjacent to the Geelong line and earmarked for retention are several vintage passenger vehicles, including a red suburban car, 201BT, the forerunner of the Harris design. (PWB)

K162: K162 the sole remaining steam locomotive on the workshop pilot at Ballarat is believed to have failed in service about a fortnight prior to Easter 1979. This engine had come from storage at Ararat in November 1974 to commence its menial workings at the shops. Since the demise of K157 it has worked with a number of W class shunters. (GR)

D^{3}671: This old workhorse was preserved at Lismore years ago. When observed on Fri.18.5, it was painted a striking red with black smokebox and wheels. (DC)

Yellow handrails: The use of yellow handrails on pilots seems permanent. It has now spread to Y116 and Y136. So far F and W class engines appear to be immune. (GAV)

Standard gauge roster: On 12.5, appeared to be C501, C502, C503, C504, X31, X47, X49, X50, X51, X54, T404, Y103, Y122, Y139. Previous standard gauge units T403, Y155, Y173 were not sighted on either gauge. (AMM)

Rail flaw detection car: Numbered 9006, this vehicle has a blue livery and is labelled "Ultrasound Rail Flaw Detection Car". It is based on a Toyota 3 tonne Dyna Diesel chassis and is much smaller than previous similar vehicles. Athough capable of reversing, it appears to operate in the forward direction only. It commenced operations at Serviceton on 18.3, and was noticed on 20.5 testing track between the Wail and Dahlen silos. (PJM)

RAILMOTORS:

Walkers: As at 25.5, no 102 class rail motors were in service. Of the 153s, Nos. 20, 21, 27 and 34 are known to be out of service and in recent months, Nos. 22, 29, 31, 32 and 33 have all been sighted in use. Of the 280s, Nos. 80, 81, 83, 86, 87, 88, 92 are known to be out of service whilst Nos. 82, 85, 89, 90 and 91 have been sighted in service during the last two months. (PWB)

Sightings at Spotswood: A visit to Spotswood reclamation depot on 25.5 revealed the following passenger stock: Walker DRCs and trailers, 60MT, with a large buckle in one end following a collison, 20RM, 10RM, 88RM, 4RM, no engine. 4RM was withdrawn from service late last year and the engine was removed before it was sent to Spotswood. All vehicles were partially stripped. 12BCPL was marked "Off Register". Harris trailers Nos. 859 and 861T were noted as shells only on workshop bogies. Tait cars awaiting their fate were 337M, 338M, 409M, 82G, 389M, 384T, 55G, 318T, 217D, 250T, 11G and 322T. The Walkers and Taits are for sale by tender. Also of interest was 5 ton steam crane No.36, in action. (PWB)

WAGONS:

VFAA 100: This vehicle may well have become one of the shortest lived wagons with its newly acquired code. Within a few days of its new stature being noticed it was within the confines of Ballarat North workshops, marked off register. (GR)

Wrong stencilling: With the conversion of ELX wagons to VOCX, VCOX 321 was noted incorrectly stencilled in North Geelong yard during February. (AD)

Horse-box to scrap?: The sole remaining VR horse-box wagon (7FP) was noted in the sidings at Newport Workshops beside the Geelong line during April. This wagon was used to convey horses from Bendigo to Melbourne for 'The Cavalcade of Transport' (see photo p.40, March 1979).

CARRIAGES:

21BCPL: This carriage has been given a cream coloured interior with a dark coffee colour below the windows. (RAH)

SUBURBAN TRAIN PANTOGRAPHS

(Part 2): 28.9.78 - 5.79: The following mistakes are apparent in the last article and are corrected here: The universal panto referred to should be altered to 'pan'. The 'pan' is the overhead collector which in the majority of tests was the only alteration to the pantograph. The mistake is on page 272, lines, 20, 24, 28, 31, 33, 35, 38, 39.

* Motor 433M referred to in the 'Universal' pan item is in fact 431M.

* For those who had difficulty in comparing photos to the items, both photos and information run in sequence and can be followed through in this manner.

* The Faiveley pantograph was mentioned as being under test on 3CM during 1966/67. In fact it was tested as early as 1963 on the same Parcel's Coach.

Some of the changes that have occurred since the article was written have been:

* Tait 452M was involved in an overhead disarrangement and the four-point mount Faiveley pantograph was removed on 5.1.79. The car was subsequently rewired and fitted with a M-V pantograph.

* The 'Universal' pan fitted to 22M had been removed by 29.12.78 and a Faiveley pan fitted in place of.

* Silver 116M entered regular traffic shortly after the article was written. The car had a standard Faiveley pantograph.

* The second Brecknell, Willis pantograph was fitted to 61M prior to the 21.12.78. Both Brecknell, Willis pantographs (on 161, 146M) are still in service. The information I was given in good faith concerning static testing to 90 mph appears to be in doubt. Until further information is presented I'll let the information stand.

* The Stemmann pantograph was wrecked following overhead disarrangement, and was removed from 53M on 7.12.78.

Test Pan to 3CM: Fitted to 3CM when the coach is used in visual testing of the overhead is this pan, which has markings painted on it to indicate the stagger in the overhead. The markings appear to be two inches (51 mm) wide and are painted in yellow. Shortly after the photograph (below right) was taken the horns of the pan were painted in white and a centre line mark painted in. The pan is still fitted to 3CM but the markings are hard to pick due to the grime collected from the overhead in the course of regular service. During April 61M was fitted with a Faiveley pan with the horns painted a bright orange colour. The pan is for lubrication test. (PJV)

If YOU are interested in Railways why not join the Australian Railway Historical Society — Victorian Division.

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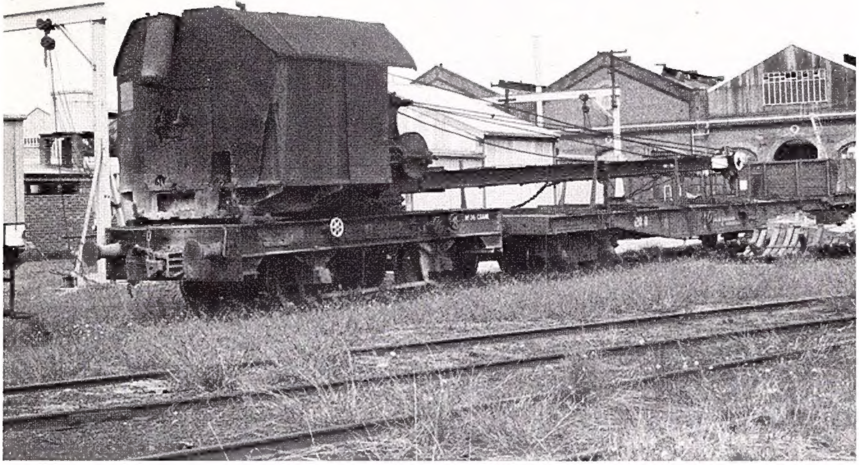
BOX 5177AA, GPO, MELBOURNE 3001

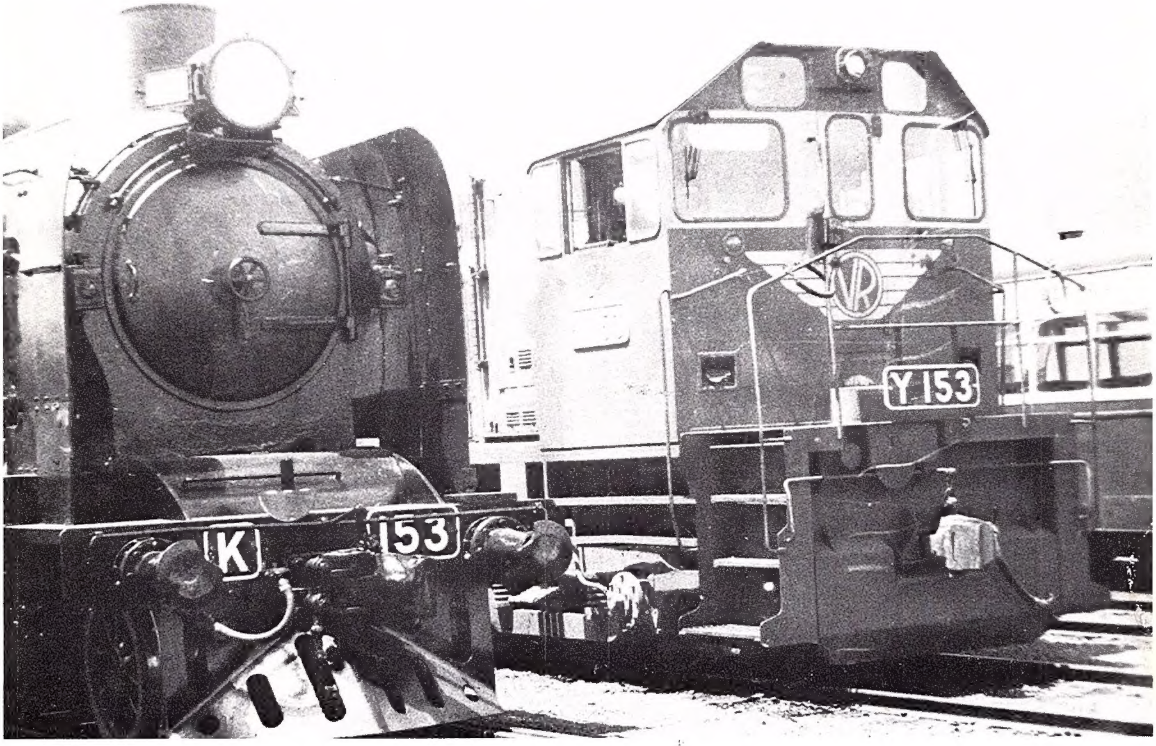
Opposite Page:

Left: 3CM testing 'pan' (usual inspection) on 5.1.79.

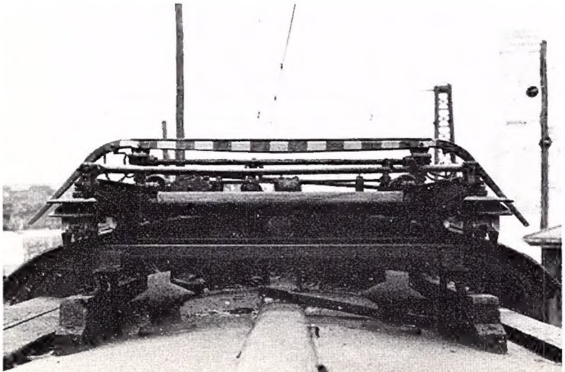
Right: 3CM testing 'pan' with white horns and centre line mark. (Both photos Peter J Vincent)

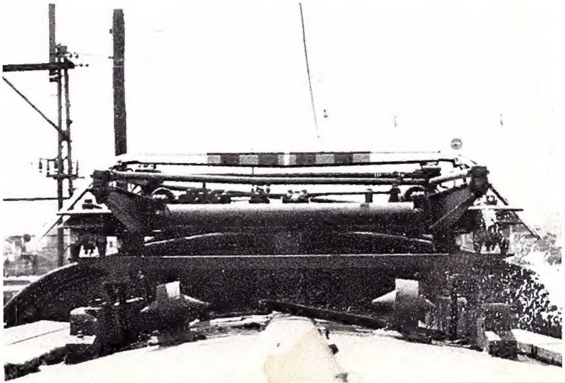


No.36 steam crane from the Spotswood reclamation depot awaits repair at Newport Workshops during April 1979. This crane is the last regular steam job still operating in Melbourne. (Gary Rowe)



Y153 passes K153 at Dynon Loco on Sat.27.1.79. (J Wilkinson)





Delays, Derailments, etc.

Western line failures: There were two serious delays on the western line recently. On Thurs.10.5, the 9.15 am Ballarat to Melbourne yard goods, already running hours late failed at Bungaree. The train was a typical *Jet* of great length hauled by C and T. The Down *Overland* was held at Bank Box Loop until the train was rescued and cleared as this was the only passing loop of suitable length. The *Vinelander* was diverted to operate via North Geelong. 9146 the long overdue *Jet* passed through Rockbank at 12.10 am with six engines up front: a C class, followed by five other engines believed to be the original banker, an engine off the 5.45 pm Down Mildura goods, a light engine from Melbourne, and two engines from Ballarat.

On Fri.11.5, the *Overland* left Melbourne with two S class as the motive power. Near Melton the train ran into difficulties, the leading engine being obviously sick. The X running the *Vinelander* was substituted for the ailing S while a B class was sent from Melbourne to run the *Vinelander.* (GAJ)

Derailment at Salisbury: The main western line was reopened to normal traffic on 22.5 after a derailment which dumped 12 trucks on the side of the track near Nhill. VicRail is investigating the derailment in an attempt to ascertain its cause. The line was ripped up for approximately 220 metres at about 1.30 am on Mon.21.5. The actual point of derailment appears to have occurred at the Up end points leading to the Salisbury silo loop. The track at this point was seen to be badly damaged. Also damaged was a small concrete bridge between the silo loop and the crossing loop. The derailed train is believed to be No.9130, a daily Serviceton to Melbourne *Jet.* Locos X45 and X46, which were to have run the Up *Overland* assisted at the western end of the derailment site whilst X32 was at the eastern end. (PJM)

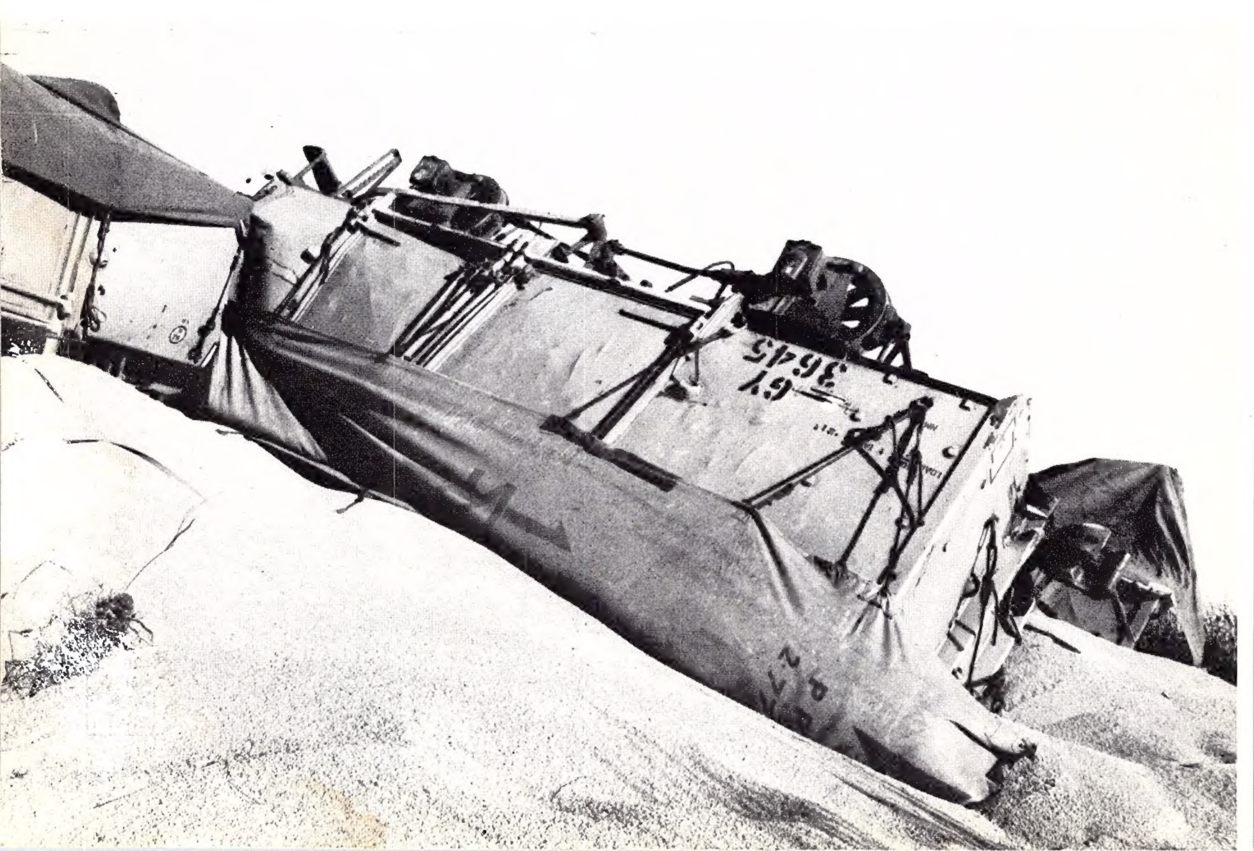
Disruptions to Overland: The recent electricians strike has inconvenienced *Overland* passengers considerably: On 22.5, the Up ran as normal, but there was no Down service. The same situation prevailed on the following day, resulting in two complete sets being in Melbourne at the one time. On 24.5, the Down service consisted of thirteen red cars, and there was no Up service. On 25.5, the empty red cars were returned with seven *Overland* cars but there was no Down service. On 26.5, services had returned to normal. A Down empty cars special was seen travelling west through Kaniva at 8.40 pm the previous day. (PJM)

Derailment: At 6.15 pm on 23.5, eleven GYs in the centre of an Up goods travelling between Woorineen and Swan Hill derailed approximately one kilometre on the Down side of the Swan Hill stock siding. The train comprised a T class locomotive (believed to be T412) twenty four GYs loaded with wheat and a bogie brake van. The engine and the six wagons at the front of the train were able to proceed to Swan Hill. The seven wagons at the rear of the train and the van were still behind the derailment site on 1.6. Seven of the least damaged GYs were rerailed and brought into Swan Hill on 31.5.

Repair work has been difficult because the site of the derailment is an irrigation area with water in the table drains adjacent to the line. A further problem was an inch of rain on 26.5 which made access to the site difficult. From the *Swan Hill Guardian* of 25.5:

> "Main theory as to the cause is that the line spread after a sleeper apparently snapped. The state of the line has for some time been the subject of complaints from the line silo committee, members fearing that an accident of this nature could occur during peak harvest traffic. VicRail has had a 25 mph speed limit on the line for several years." (AF) [Now 15 mph — Editor]

GY3645 lays in a pile of wheat after the derailment of a wheat train between Woorineen and Swan Hill, 23.5.79. (A Fountain)



Taildisc

DEAD-HAULING OF STEAM LOCOS – Some Technical Advice:

On Sat.5.5.79 K190 was towed by K184, 160 km from Bendigo to Melbourne for restoration to active service. Inspection at Woodend revealed that K190's cylinders were as hot as K184's due to friction caused by inadequate lubrication. Normally oil is broken up into a fine spray by steam operated atomisers and blown onto the walls of the valve chambers and cylinders, and onto the valve spindles and piston rods.

Without atomisation the oil remains in liquid state and lubricates only the bottom surface of pistons and valves. This leads to metal-fusion from overheating, causing scoring of the cylinder and valve walls and severe piston ring damage. Excess load is also placed on connecting rods and big end bearings, causing knocking.

I suggest to *Steamrail* that in future before dead-hauling any locomotive over a long distance, the connecting rods, eccentric rods and combination links should be removed and the pistons chocked back to eliminate unnecessary expenditure and time in restoration or overhauling. References for securing motion parts can be found in the 1952 edition of the VR Handbook on the Locomotive.

From William W Kratvilles publication *Big Boy* p.11: "Tests on the Union Pacific showed that what really tore locomotives apart was drifting and the related inertia created by an engine working against itself, not the power surge when pulling". (Robert Withers)

A TIP FOR POSTCARD COLLECTORS

Some of us like to store postcards loosely in contrast to those who must have their collection mounted tidily. The following idea may be taken up by album builders in filing their embryo stocks.

A good compromise, utilising zero cost materials, is to categorise your collection in "window' envelopes. Salvage something from those endless bills — use the envelopes to hold your groups of postcards, e.g. London Transport views in one, British Rail in another, Pichi Richi another, etc. If you have a few cards of the one topic, it is likely one of the group will feature a loco or something in just the right position to make a smart title view through the window. Scrawl the group heading across your financial persecutor's trademark and you are amongst the recyclers, gaining profit from loss! (J R Prideaux)

NEWS FROM CLOSED LINES

Gone but not forgotten: Management problems associated with the Stony Crossing railway have long since been terminated by VicRail. They have, however, been passed on, in a way, to the Shire of Wakool, which has been asked by the Public Works Department to rid the old right of way of noxious weeds now proliferating along the line. (*Pastoral Times,* 1.6)

Beeac Line: The line Irrewarra - Creesy was closed on 18.11.1953 and the line formation was traceable when seen on Sun.20.5. This line ran through flat, plains country so there aren't many cuttings or bridges. At Cressy, part of the Beeac line has been 'retained' as a siding (see Nov.77 p.217). It was empty on Sun.20.5, but I have noticed as many as 20 NNs there on previous occasions. The former link to Newtown can be seen curving away from Cressy beside a line of pines. (DC)

Alvie Line: The path of the old Alvie branch is clearly visible for the last two miles into Alvie. There is a cutting through Alvie township and a long curving bank out to the site of the old station which offically closed for business on 18.12.1954. (DC)

SCOUTS ON WALKATHON:

Scouts, cubs, leaders and parents of the First and Second Castlemaine and Harcourt groups walked the railway line from Maldon to Castlemaine in March. On arrival at Castlemaine, they enjoyed a barbecue in the gardens. *(Castlemaine News)*

CASTLEMAINE AND MALDON RAILWAY PRESERVATION SOCIETY:

This Society and its objectives need no introduction. Membership fees are $5.00 per annum, payable to the Membership Officer, C & MRPS, P. O. Box 246, Castlemaine, Vic, 3450.

BULN BULN:

On Sat.-Sun, April 7-8, the Buln Buln Primary School celebrated its centenary. On the Sunday, the Recreation Reserve was officially opened. The Reserve, costing $70,000 ($40,000 for the pavilion, balance for the earthworks) is situated where the station yard existed until closure in October, 1958. A booklet published for the occasion showed Buln station in 1902. There was another photo of the last train through Buln, run by a J in 1961 to clear remaining rails. (DC)

READERS QUERIES

Steam Queries: Does any reader know the locations of all turning triangles ever constructed on the VR? (DC)

ERRATTA

Dear Editor,

It would appear there has been a typing error on p.83 of the May edition under the heading "General Details of the Loco". The type was said to be a '6-8B diesel electric'. It should read 'G-8B diesel electric'. The first letter of the type denotes the type of car-body design. (In this case the G means the loco is of hood design.) (Andrew Stillman) [Thank you Andrew — Editor]

MYSTERY WHISTLE

Passengers on the *Vintage Train* trip to Healesville on 20.5 were mystified, shortly after leaving Box Hill on the outward journey, to hear what appeared to be the chime whistle of a second locomotive, answering the enthusiastic musicianship of the driver of K153. It was not K184, somewhat offcourse from its trip to Timboon, but a rather elderly traction engine, parked adjacent to lineside on the Up side, whose crew were determined not to let the sister engine pass without a salute. Needless to say, the windows on that side of the train were soon full of heads and waving arms, returning the courtesy!

TOUR ARTICLES POPULAR

Every survey which has ever been taken of *Newsrail* readers indicates that tour articles always seem to be a popular item in the magazine. However, we can only publish what we receive from contributors, and at the moment we would particularly welcome descriptions of the recent "K190" and "Wedderburn" tours, with photos if possible. So come on, tour patrons, try your hands at writing and give our editors something to edit!

RAILWAY QUIZ

Last month's answer: T413 is the loco now owned by Vicrail that ran on three different gauges in one 8 day period. It left Sydney on its delivery run on 9.9.56 on standard gauge, was bogie exchanged at Bandiana and hauled to Fyansford on the broad gauge. It entered service on the narrow gauge on 17.9.

This month's question: How do you tell the No.1 end from the No.2 end on a Diesel?

Back Cover: About 10th-15th June, someone stole the *Harold W Clapp* plate off the No.2 end of B60. *Newsrail* appeals to all fans, if you have seen it or heard any rumour that may help us get it back, please let any ARHS official know. To keep the goodwill with the Railways going and to bring a smile back on H W Clapp's face, it must be found.

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